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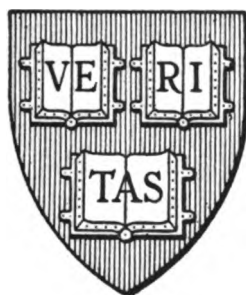
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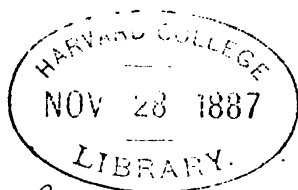
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BY

HER MAJESTY'S SECRETARIES

OF

EMBASSY AND LEGATION.

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THE

COUNTRIES IN WHICH THEY RESIDE.

PART I.

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WEIGHTS AND MEASURES.

THE METRICAL SYSTEM.

(*In force in Austria-Hungary, Belgium, France, Italy, Netherlands,
Portugal, Spain, Switzerland.*)

Metre..	..	.. equal to	1.094 yards.
Kilometre	..	.. "	0.621 mile.
8 kilometres	..	.. "	5 miles nearly ⁽¹⁾ .
Kilogramme	..	.. equal to	2.205 lbs
Quintal (100 kilog.)	..	.. "	2 cwt. nearly ⁽²⁾ .
Square kilometre	..	.. equal to	0.386 square mile.
Hectare	..	.. "	2½ acres nearly ⁽³⁾ .
Cubic metre	..	.. equal to	1.308 cubic yards.
18 cubic metres..	..	.. "	17 "
Litre ..	..	.. equal to	0.88 quart.
Hectolitre	..	.. "	22 gallons.

The metrical system is also in force, to a greater or less extent in most of the South American States.

China.

1 catty	..	.. equal to	1½ lb.
1 picul	..	.. "	1 cwt. 21½ lbs.

Denmark.

Tønde of land	..	.. equal to	about 1½ acres.
" corn	..	.. "	3.8 bushels.
" coal	..	.. "	4.6775 "
Pund ..	..	.. "	1.102 lbs.

Germany.

Centner equal to	about 110½ lbs. ⁽⁴⁾
---------	----	-------------	--------------------------------

Greece.

Oke ..	..	.. equal to	about 2½ lbs. ⁽⁵⁾
Quintal	..	.. "	123 lbs.

Russia.

Pood ..	..	.. equal to	36 lbs.
Chetwert	..	.. "	5½ bushels.
Verst ..	..	.. "	about ¼ of a mile.

Sweden.

Skälpund	..	.. equal to	1 lb., nearly ⁽⁶⁾ .
Kanna..	..	.. "	½ gallon, nearly ⁽⁷⁾ .

Turkey.

Oke ..	..	.. equal to	about 2½ lbs. ⁽⁸⁾ .
Quintal	..	.. "	125 lbs.

- (1) 4 miles 1,709 yards.
 (2) 1 cwt. 3 qrs. 24½ lbs.
 (3) 2 acres 1 rood 35½ poles.
 (4) 110.232 lbs.

- (5) 2.84 lbs.
 (6) 0.937 lb.
 (7) 4.608 pints
 (8) 2.826 lbs.

MONEY.

			£	s.	d.
<i>Austria-Hungary</i>	..	100 kreutzers = 1 florin = nearly	0	1	8
<i>Belgium,</i>	}	.. 100 centimes = 1 franc. 25 francs			
<i>France,</i>		22·128 centimes .. =	1	0	0
<i>Switzerland,</i>					
<i>Brazil</i>	..	.. .. Milreis =	0	2	8
<i>Portugal</i>	..	.. .. Milreis =	0	4	6
<i>China</i>	..	.. 10 mace = 1 tael =	0	5	10
<i>Germany</i>	..	.. 100 pfennige = 1 reichsmark =	0	1	0
<i>Greece</i>	..	.. 100 lepta = 1 drachma. 28 drachmai =	1	0	0
<i>Italy</i>	..	.. 100 centesimi = 1 lira. 25 lire =	1	0	0
<i>Japan</i>	..	.. 100 sen = 1 yen =	0	4	2
<i>Netherlands</i>	..	.. 100 cents = 1 gulden =	0	1	8
<i>Russia</i>	..	.. 1 silver rouble =	0	2	1
		1 gold rouble =	0	3	2
<i>Spain</i>	..	100 centimes = 1 peseta. 25 pesetas =	1	0	0
		1 real = 25 centimes.			
<i>Sweden,</i>	}	.. 100 öre = 1 krona. 18 kronor =	1	0	0
<i>Norway,</i>					
<i>Denmark,</i>					
<i>Turkey</i>	..	.. 40 paras = 1 piastre			
		100 piastres = 1½ Turkish =	0	18	0
<i>United States</i>	..	.. 100 cents = 1 dollar =	0	4	2

New Turkish Metric System from the 1st March, 1882.

The *archine* equals in length 1 mètre. The *archine* is divided into 10 *parmaks* (pouces); the *parmak* into 10 *khats* (lignes); and the *khat* into 10 *noktas* (points).

The mille is 1,000 *archines* in length; the *pharsagh* (10 milles) or 10,000 *archines*; a *pharsagh* comprises a journey of about two hours.

The new *dennum* represents a square piece of land comprising 10 *archines* each way, or 100 square *archines*. The *djérib* 100 *archines* each way, or 10,000 square *archines*.

The *eultchek* is a new measure of capacity, a *parmak* in length, width, and depth.

The new *kilé* contains 10 *eultcheks*; the *eultchek* 10 *kontons* (boites); and the *konton* 10 *zarfs*.

The new *oke* is divided into 1,000 *dramas*; the *drame* into 10 *denks*; the *denk* into 10 *boughdais*; the *boughdai* into 10 *habbés* (grain).

The new *batman* contains 10 *okes*; the *kantar* 10 *batmans*; and the *tchéki* 10 *kuntars*.

*Reports by Her Majesty's Secretaries of Embassy and
Legation on the Manufactures, Commerce, &c., of
the Countries in which they reside.*

Netherlands.

*Report by Mr. Fenton on the Finances of the Netherlands
and of the Dutch East Indian Possessions.*

THE revenue raised in the Netherlands in 1885 from all the principal and regular sources of income, though falling short of the Budget estimate by 610,161 fl.,* exceeded the sum received from the same sources in the previous year by 2,920,840 fl.

Receipts from
taxes, &c., in
1885.

The totals, as regards these sources of revenue, for the two years in question, were as follows:—

	Florins.
Budget estimate for 1884	104,945,950
Amount received in 1884	103,759,369
Budget estimate for 1885	107,290,376
Amount received in 1885	106,680,209

But in order to arrive at the aggregate revenue raised in 1885 it is necessary to add to the said 106,680,209 fl. received from taxes, &c., the income arising from the following sources, viz., the Government share of the profits on the working of the State railways; the sale of State domains; the royalty on mines; miscellaneous receipts; and the issue (sanctioned by the States-General) of additional "mint notes" or Government paper money, to the amount of 5,000,000 fl.

The actual return from these special sources of revenue will not be ascertained, or, at any rate, will not appear in any official Return, for some months to come; but in the Budget estimate of Ways and Means they were calculated to produce, in the aggregate, 11,256,800 fl.; and, as it is probable that about that amount will have been realized from them, the total revenue for 1885 may be assumed to have amounted, in round numbers, to 117,937,000 fl., to which, however, must again be added a sum of 2,217,000 fl. which formed an item in the estimate of Ways and Means, as

* 12 florins = 1*l.* sterling.

payable to the Home Exchequer by the Netherlands Indian Government, in reimbursement of a similar sum paid in the course of the year by the former Government in respect of interest, &c., on loans negotiated by the Netherlands Government in behalf of the Government of Netherlands India, and which is included in the year's estimate of expenditure as part of the charge on account of interest, &c., on the National Debt.

The aggregate amount of receipts from all sources by the State Treasury in 1885 may thus be assumed at about 120,154,000 fl.

The Budget Estimate was 120,764,176 fl.; and the difference between these two sums is accounted for for within a few florins by the diminished receipts from taxes, &c., to an amount of 610,167 fl. as above explained.

Expenditure
in 1885.

The expenditure of the year in question was fixed by the Budget at 135,220,555 fl. But this included a sum of 5,000,000 fl. for the cost of a measure which has been for some time in contemplation by the Government, but has been adjourned from year to year, namely, the demonetization of the silver coinage.

Last year it was again deferred, so that the sum appropriated for the purpose has not been expended, and the actual authorized expenditure for 1885 will have been thereby reduced to 130,220,555 fl.

Probable
deficit on the
service of 1885.

Assuming the revenue at the sum above stated of 120,154,000 fl., the result of the financial service of the year will have been a deficit of about 10,066,500 fl.

Items of
revenue which
show an
increase or
decrease in
1885 as com-
pared with
1884.

The items of revenue for 1885, comprised in the Return above referred to, which show either an increase or decrease, compared with similar items for the previous year, are the following:—

INCREASE.

	Florins.	
Direct taxes	474,467	Equal to about $1\frac{1}{2}$ per cent.
Excise duties	2,038,571	" nearly 5 "
Indirect taxes	335,291	" about $1\frac{1}{2}$ "
Postal Service.. ..	145,483	" nearly 3 "
Telegraph Service ..	10,509	" 1 "
State domains.. ..	59,275	" about $2\frac{1}{2}$ "
Shooting and fishing ..	95	" a mere fraction p. ct.
Total increase	3,063,691	

DECREASE.

	Florins.	
Import duties	46,389	Equal to about 1 per cent.
Tax on gold and silver wares	44,442	" 15 "
Pilot dues	51,893	" 4 "
Royalty on mines	125	" 3 "
Total decrease	142,851	

The difference between these totals constitutes the net increase of 2,920,840 fl. in the year's revenue already mentioned.

The increase under the head of direct taxes arose almost exclusively from the 10 cents per florin added last year to the rate at which the assessed taxes on houses, windows, servants, carriages, &c., were levied; two-fifths of the yield of these taxes, I should observe, being assigned to the State Exchequer, and three-fifths to the communes in aid of their revenues.

The considerable increase in the produce of the excise duties was derived chiefly from that on sugar, and may be attributed to the improved method introduced towards the middle of the year 1884 of assessing according to the saccharimetrical system, instead of according to colour, the excise duty on raw sugar, and more particularly beet-root sugar, which is now manufactured on a considerable scale in this country, and is imported in much larger quantities from abroad, especially from Germany and Belgium.

Considerable increase in yield of excise duty on sugar. Cause thereof.

Indeed, this description of sugar has, in latter years, almost entirely superseded in the Dutch markets the raw cane sugar from Java, Surinam, &c., as is exemplified by that fact that, out of a total of about 126,080,000 kilog. of raw sugar on which duty was paid in Holland in the course of the year 1885, no less than 118,443,000 kilog. consisted of native and foreign beet-root sugar, and only 7,637,000 kilog. of cane sugar.

Raw sugar from beet-root has to a great extent superseded cane sugar in the Dutch markets.

The consumption of sugar does not increase in this country, nor can it be expected to do so as long as the present extremely heavy excise duty at the rate of 27 fl. per 100 kilog. of refined sugar, and relatively as heavy on sugars of less pure quality, continues to be levied.

Slight increase in return from duty on spirits in consequence of increased rate of duty. Consumption rather diminished in 1885.

The excise duty on spirits shows a slight increase (of about $1\frac{1}{2}$ per cent.), owing solely to the addition of 5 fl. per hectol. (65 fl. in place of 60 fl.) which was made to the duty in virtue of a Law passed in July 1884, and which, having only applied to five months of that year, took effect during the whole of 1885. Contrary to what has occurred almost invariably year by year in latter times, the consumption of spirits did not increase during 1885; on the contrary, in so far as this can be inferred from the quantity on which duty was paid, it rather diminished, 392,000 hectol. having paid duty in that year as compared with 398,000 hectol. in 1884. The former quantity, I may incidentally observe, represents a consumption during the twelve months of about $9\frac{3}{10}$ litres per head of the whole population of this kingdom.

Diminished return in 1885 from excise duty on several articles of consumption.

The excise duty on soap yielded about 1 per cent. more than in 1884, but the return from that on all the other articles which come under excise control, namely, wine, salt, beer and vinegar, and butcher's meat, was below that of the previous year, the diminution having been at the rate of 4 per cent., $2\frac{1}{2}$ per cent., $3\frac{1}{2}$ per cent., and $3\frac{1}{4}$ per cent. on those articles respectively.

The increase of $1\frac{1}{2}$ per cent. shown in the return from indirect taxes came exclusively from the naturally very varying receipts from the succession duties (which increased by $15\frac{1}{2}$ per cent.), all the other items under this head of taxation, namely, stamps and registration and mortgage duties, having produced less than in 1884 by $3\frac{1}{2}$, $13\frac{1}{2}$, and 17 per cent. respectively.

Increase of revenue from Postal Service in 1885.

The Post Office is the only branch of the public service which gave a natural and at all a noticeable increased return. From the Telegraph Service the increased receipts were inconsiderable.

As regards the items of revenue on which there was a positive decrease, the diminution was so slight as to be scarcely worth notice, except in the case of the unimportant tax levied on gold and silver wares, which only produces, on an average, from 200,000 to 300,000 fl. annually.

Outline of statement of Minister of Finance on presenting his Budget for 1886.

The following is an outline of the statement made by the Minister of Finance relative to the general financial situation of the kingdom when he presented his Budget for the current year to the States-General:—

The net deficit which remained to be provided for on the final closing of the financial accounts for 1882, and which amounted to 13,591,024 fl., was covered, in virtue of a Law passed *ad hoc* in July 1885, by an appropriation from the available balance of the proceeds of the 4 per Cent. Loan of July 1884 for 50,700,000 fl.

Deficit for
1882 disposed
of.

For 1883 the Returns showed that the expenditure had amounted to 137,581,877 fl., and the revenue to 115,011,400 fl., the result being consequently a deficit of 22,570,477 fl.

Deficit for
1883.

But the Minister pointed out that in that expenditure was included an outlay of 20,325,679 fl. in respect of public works, which must be considered as an extraordinary disbursement, whilst of the revenue raised only an amount of 2,824,098 fl. had been derived from extraordinary sources.

The net excess of extraordinary receipts was, therefore, 17,501,586 fl., and, if that sum were deducted from the above-mentioned deficit of 22,570,476 fl., the actual deficit as between ordinary expenditure and ordinary revenue would be only 5,068,890 fl.

With respect to the service of the year 1884, it appeared from the accounts, in so far as they had been made up when the Minister entered into these details, that the expenditure had reached 133,121,967 fl., and the total income 131,838,207 fl., the deficit on the year amounting consequently to the comparatively small sum of 1,283,760 fl., a far more satisfactory result than had been anticipated by the Budget, the expenditure having proved to be considerably less, and the Ways and Means more productive than had been expected, though it does not appear clear from the Minister's statement how this happy result was achieved, at least as regards the increase of revenue.

Comparatively
small deficit
for 1884.

With reference to the financial results of the year 1885, the Minister stated that the expenditure, which had been fixed by the Budget at 135,220,555 fl., would at any rate be reduced to 130,220,555 fl., in consequence of the non-expenditure of the 5,000,000 fl. (already referred to) which had been appropriated to cover the expense of demonetizing the silver coinage; and he at the same time expressed the opinion that the Ways and Means, which had been estimated in the Budget at 120,764,176 fl., would, as a result of the Law (also

Probable
results of the
service of the
year 1885, as
anticipated by
the Minister
of Finance.

referred to in an earlier part of this Report) increasing the assessed taxes by ten "additional hundredths," probably yield 121,378,576 fl., so that the deficit on the service of the year in question, which figured in the Budget as 14,456,379 fl., would, there was reason to hope, not amount to more than 8,841,979 fl.

The Minister's estimate of the financial results of 1885 not likely to be fully realized. It will, however, have been seen by what is stated at the beginning of this Report respecting the yield of the taxes of all descriptions during 1885 that it does not appear probable that the Minister's anticipation of an increase of revenue beyond the Budget estimate will have been realized, the amount actually received from those sources having fallen short of the estimate by 610,161 fl., instead of having exceeded it; and the result, so far as can be judged, will be a deficit of about 9,456,379 fl., in place of 8,841,979 fl., as foreshadowed by the Minister, unless, indeed, some unexpected saving should have been effected on the estimate of expenditure.

The deficits on the service of the three years from 1883 to 1885 inclusive may, therefore, be stated as follows.—

					Florins.
Probable aggregate deficit at close of 1885.	1883	..	..	..	22,570,477
	1884	..	..	..	1,283,760
	1885	..	..	..	9,456,379
	Total	..	..	..	33,310,616

Budget for
1886.

The Budget for 1886, as presented by the Minister, estimated the expenditure at 132,028,450 fl., and the Ways and Means at 115,474,065 fl., leaving a deficit of 16,554,385 fl., but both these estimates underwent some modifications in the States-General, and the totals of the Budget as finally approved were as follows:—

				Florins.
Expenditure	..	..	..	130,943,648
Ways and Means	..	..	..	115,149,065
Anticipated deficit	..	..	..	15,794,583

Details of
Estimates for
1886 com-
pared with
those for
1885.
Public Works

These Estimates, compared with those for 1885, show diminutions of 4,276,907 fl. in the expenditure, and of 5,615,111 fl. in the Ways and Means.

The former is attributable in a great measure to a reduction of 3,842,041 fl. in the estimate for the

Department of "Waterstaat," chiefly in respect of public works, namely, from 24,736,858 fl. in 1885 to 20,894,817 fl. for 1886.

There is further a reduction of rather more than 1,000,000 fl. in the estimate of expenditure for the Department of the Interior, chiefly on the items of intermediate and primary education; of 750,000 fl. for the Finance Department, arising from the diminished contribution (three-fifths in place of four-fifths) made by the State from the yield of the assessed taxes in aid of the revenues of the communes, as provided by the Law of the 26th July, 1885; and further, of some small amounts on the estimates for the Department of Justice for the West Indian Colonies, &c.

Department
of the Interior.

Finance
Department

On the other hand, the estimates for the navy show an increase of rather more than 1,000,000 fl. (12,652,156 fl. compared with 11,635,716 fl.), whilst those for the interest and sinking fund of the National Debt are higher by about 550,000 fl., arising from an increased appropriation in respect of the sinking fund of the debt, and a larger amount for interest on Treasury bills, and there is also a slight augmentation, viz., from 20,299,030 fl. to 20,424,955 fl., for the War Department.

Marine
Department.

Interest, &c.,
on Public
Debt.

War Depart-
ment.

The reduction of 5,615,111 fl. in the estimate of the Ways and Means is the result of the absence in the present Estimates of a sum of 5,000,000 fl., which appeared in that of last year as representing a fresh issue of redeemable paper money for that amount, and further, of a somewhat reduced estimate of the yield of the excise duties and the indirect taxes.

Ways and
Means for
1886.

In the Budget for the current year, as in that for 1885, there is the item for interest on loans to be paid by the Home Government for account of, and to be refunded by, the Government of the Dutch East Indies, and it is this year somewhat in excess of that for last year, namely, 2,455,600 fl., as against 2,217,000 fl.

As regards the deficit of 15,794,583 fl. which appears upon the face of the Budget for the current year, it may at once be stated that this amount will in all probability be reduced in practice by 5,000,000 fl., this sum being included in the present, as in last year's estimate of expenditure for the Finance Department, in respect of the demonetization of the silver currency, an operation

Probable
amount of
deficit for
1886.

which, as the Minister stated, will not, it is almost certain, be carried into effect this year.

Thus reduced, the deficit on the service of 1886 will amount to about 10,794,583 fl., which, added to the aggregate deficit of 33,310,616 fl. for the three years ended the 31st December, 1885, makes a total of 44,105,199 fl. to be provided for.

Probable aggregate deficit at the close of the year 1886. Mode in which the Minister proposes to meet the same.

Towards meeting this total the Minister stated that he had still in hand a balance of 29,186,197 fl. from the proceeds of the 4 per Cent. Loan issued in 1884 (for 59,700,000 fl.), so that the actual amount of deficit still to be covered might be assumed at about 14,900,000 fl. But there is reason to anticipate that this final deficit will be reduced by a sum of about 2,267,000 fl., to be derived, according to the Minister's calculation, in the course of the current year as the result of certain financial measures for strengthening the Ways and Means which have been laid before the States-General, and some of which have been already approved, namely, Bills for the increase of the stamp duties, of the dues payable on the succession to or sale of real property, and for making permanent the increase, by 5 fl. per hectolitre, in the excise duty on spirits, which, having been originally passed for one year in July 1884, was again voted last Session for one year only.

By these means the deficit at the close of the current year would be brought down to about 12,630,000 fl., and the Minister proposes to provide for this by including it in a loan which it will be necessary to conclude with a view to the construction of public works, to the purchase of the railway from Antwerp to Rotterdam (now the property of a Belgian Company), and to the eventual demonetization of the silver currency.

A fresh loan will be necessary at no distant date.

The total amount which will be required for these purposes the Minister of Finance places at about 65,000,000 fl.; and this is the sum which, as above intimated, he looks forward to raising at a convenient opportunity, probably in the course of next year, by a loan reimbursable in about fifty-five years from the date of negotiation.

Authority granted by the Chamber for

As a means of meeting any temporary requirements, the Minister asked, and obtained of the Chamber,

authority to issue from time to time, in the course of the current year, Treasury bills to an amount not exceeding in the aggregate 16,500,000 fl.

the issue of floating securities.

I should mention that within the last few days the Minister of Finance has laid before the Second Chamber of the States-General a Bill for the conversion of the whole of the existing 4 per Cent. National Debt, the nominal amount of which is 334,597,000 fl. (27,883,100l.) into a debt bearing $3\frac{1}{2}$ per cent. interest.

Proposal for conversion of 4 per Cent. Public Debt into a $3\frac{1}{2}$ per Cent. Debt presented to the States-General.

The price fixed for the new $3\frac{1}{2}$ per cent. bonds is 97 per cent., and at that rate they must be taken over by the holders of the 4 per cent. bonds who prefer converting the latter to accepting the redemption at par of that security, the present price of which, on the Amsterdam Exchange, is about 101 $\frac{1}{2}$.

The probable total cost of this operation of conversion is calculated by the Minister at about 1,600,000 fl., and the ultimate saving of interest to be effected, after the conversion shall have been entirely completed, at 1,308,000 fl. annually.

It appears, however, somewhat doubtful whether this Bill, as now presented, will be approved by the States-General.

Public Debt of the Netherlands.

No addition was made to the Public Debt during the year 1885; on the contrary, it was reduced in accordance with the appropriation made in the Budget towards the redemption of the debt, from the (nominal) amount of 1,076,226,600 fl. (89,685,550l.) on the 1st January, 1885, to 1,074,754,150 fl. (89,562,846l.) at the commencement of the current year, whilst the amount payable this year for interest on the debt is in consequence less by 52,497 fl. than it was last year, namely, 32,529,533 fl. (2,710,794l.) in place of 32,582,030 fl. (2,715,169l.)

No increase made in the amount of the Public Debt of the Netherlands in 1885. Total nominal amount of debt at the commencement of 1886.

The amount set apart in the Budget for the current year in respect of redemption of the Public Debt is 1,800,800 fl., against 1,469,400 fl. appropriated in that behalf last year.

Sinking fund for 1886.

Finances of Netherlands India, and proposed Revision of the Dutch East Indian Customs Tariff.

Dutch India
Budget for;
1886.

The heads of the Budget of the Dutch East Indian possessions for the year 1886, as approved by the States-General, present the following totals, viz. :—

	Florins.	Florins.
Expenditure—		
In the Netherlands ..	24,897,809	
In Netherlands India ..	114,757,897	
	<hr/>	
Total expenditure ..	..	139,655,706
Revenue—		
In the Netherlands ..	29,772,560	
In Netherlands India ..	104,446,100	
	<hr/>	
Total revenue ..	..	134,217,660
		<hr/>
Deficit ..	..	5,438,046

Compared with the Estimates for 1885, the foregoing figures show a diminution of 4,443,885 fl. in the expenditure, and of 8,423,126 fl. in the revenue, whilst the anticipated deficit is higher by 3,979,238 fl.

Proposed revision of
Customs
Tariff.

But since this Budget was approved the Minister for the Colonies has presented to the States-General two Bills which, if passed, will have the effect of modifying to some extent the figures of the Budget as above stated.

The first of these two Bills is for the revision of the Tariff of Import and Export Duties at present levied in Netherlands India, in the following sense, viz. :—

Increase of
import duty
on certain
articles.

1. To increase to 10 per cent. *ad valorem* the import duty on a considerable number of articles of merchandize hitherto charged at the rate of 6 per cent. *ad valorem*.

2. To impose a duty of 10 per cent. *ad valorem* on one class of articles, namely, musical instruments, which are now admitted free of duty.

3. To increase by about 50 per cent. the specific duties now charged on beer, tobacco, snuff, cigars, and cigarettes.

4. To charge specific duties on petroleum, playing-cards, tea, and salt, which have hitherto paid an *ad valorem* duty; and

Reduction of
export duty

5. Finally, to reduce the export duty on coffee by two-thirds (from 3 fl. to 1 fl. per 100 kilog.), that on

sugar by one-half (from 30 to 15 cents per 100 kilog.), and to abolish altogether that on tea.

According to the explanatory statement annexed to this Bill, the Minister estimates the aggregate increase of revenue as the result of this proposed revision of the import duties at about 2,000,000 fl., and the loss on the contemplated reduction and partial abolition of the export duties at about 1,250,000 fl. But, on the other hand, he anticipates that the proposed reduction of the export duty on coffee will have the effect of raising to the same extent the market price of coffee in Netherlands India, and that, consequently, the annual return from the sale of that portion of the crop of Government coffee which is disposed of in the Dutch Indian possessions will increase by about 275,000 fl. the amount derived from that source.

on certain articles.
Abolition of that on tea.

Probable financial results of proposed revision of the Tariff.

The expected loss of revenue in connection with the reduction of the export duties would therefore be diminished in practice by that sum, and be brought down to about 975,000 fl.; and deducting this amount from the 2,000,000 fl. expected to be derived from the proposed increase in and revision of the import duties, the result would be a net annual addition to the revenue of about 1,250,000 fl.

The Bill for these modifications of the Dutch Indian Tariff will, if finally passed by both Chambers, come into operation on the 1st July next, so that in that case the revenue for the current year will be benefited by its effects in respect of the last six months of the year, and to the extent of about 600,000 fl., and the deficit contemplated by the Budget thereby reduced to about 4,838,000 fl. But to this amount again a small addition must be made, the purport of the second of the two Bills mentioned above as being before the States-General being to increase one of the items of expenditure in this year's Budget, namely, that for the cost of collecting import, export, and excise duties, by 30,000 fl.

Revision of Tariff, if approved by the States-General, will come into force on July 1 of this year,

As regards the details of the Budget for the current year, the reduction of 4,443,885 fl. in the expenditure, compared with that for last year, is spread over a considerable number of items in small amounts, and does not call for special comment.

Details of Budget for 1886.

The falling-off of 8,423,126 fl. in the estimate of Ways and Means is attributable, firstly, to that important,

Estimate of revenue from coffee

considerably
below that for
last year.

but at the same time very fluctuating item, of revenue, "sale of Government coffee" in the Netherlands, for, whereas the quantity available for shipment from Java to this country was assumed, according to last year's Budget, at 930,000 pikols (55,335,000 kilog.), and the selling price at 30 cents (6d.) per half kilog., the quantity calculated upon in the Budget for the current year is only 750,000 pikols (42,245,000 kilog.), and the price assumed 28 cents per half kilog. The result is a diminution on the estimated receipts from this source of 9,360,745 fl., namely, 23,285,290 fl. in place of 32,646,035 fl.

Return expected from
sugar likewise
below that for
1885.

Tobacco
licences, land
tax, and
Indian
Government
railways
expected to
yield a considerable
increase.

There is further a reduction of 755,000 fl. on the returns expected from the Government sugar plantations, and on repayments of advances made by the Government of Netherlands India to sugar manufacturers, and likewise a diminution of 200,000 fl., compared with the same item in last year's Estimates on the amount which the Dutch East Indian Railway Company will be able to pay in part reimbursement of the loan made to them by the Government.

On the other hand, the licence tax for the sale of tobacco in Netherlands India is estimated to yield 600,000 fl. more than last year, whilst an increase of nearly a million of florins is expected from the land tax and the rent of Government lands, and of about 544,000 fl. from the railways belonging to the Netherlands Indian Government.

General
condition
of Dutch
Indian
Finance.

With reference to the general condition of the finances of Netherlands India, the explanatory Memorandum presented with the Budget states—

	Florins.
That the aggregate deficit as between revenue and expenditure up to the close of 1884 amounted to	48,171,694
and that the deficit for 1885 would probably amount to	2,250,000
To which must be added the deficit provisionally fixed by the Budget for the current year at	5,438,046
Aggregate deficit to end of 1886.	55,859,740
Making a total deficit at the end of this year of	55,859,740

This latter amount, I should, however, observe, exceeds by about a million of florins the total deficit as

stated in the Memorandum above mentioned, for the reason that the deficit anticipated by the Budget for the current year, as presented to the Chambers, and on which the Minister based his statement, was only 4,447,100 fl., whilst this amount was increased to 5,438,046 fl. by a reduction of about 295,000 fl. in the estimate of expenditure, and of about 1,285,000 fl. in that of the Ways and Means which was made by the Second Chamber of the States-General in the course of the discussion on the Budget.

As a set-off against the above-mentioned amount of the estimated aggregate deficit at the close of this year, the Memorandum states that there had been assigned to the Netherlands Indian Government, out of the proceeds of the loan raised in 1883 by the Home Government, a sum of 45,157,365 fl.

The balance of deficit to be provided for may therefore be provisionally assumed at about 10,702,000 fl., though if the Bill for the revision of the Dutch Indian Tariff, &c., above referred to, should be passed, and the Minister's provisions respecting their effects on the revenue, as explained, should be realized, this balance of deficit at the close of the current year will be reduced by nearly 600,000 fl.

With a view to meeting this ultimate deficit, the Memorandum states that the Minister proposes to enter into an arrangement with his colleague of the Home Finance Department for raising, by loan, a sum of about ten millions of florins, for the payment of the interest on which an item of 400,000 fl. has been included in the Netherlands Indian estimate of expenditure for this year.

Loan of
10,000,000 fl.
to be raised
for providing
for ultimate
deficit.

(Signed)

H. P. FENTON.

The Hague, April 2, 1886.

Russia.

Précis by Mr. Grosvenor of the Report of the Controller-General of the Empire on the definite Settlement of the Budget for 1884.

THIS Report is divided into three principal headings:—

1. The definite Settlement of the Receipts.
2. The definite Settlement of the Expenditure.
3. The Balance on the closed Budget.

I. In the Estimates for 1884, reported upon by my predecessor in January 1884, the revenue ("recettes directes et d'ordre") was estimated at about 71,573,243*l.*, but now that the final accounts for the Budget of 1884 have been published, it is seen that the total of ordinary receipts ("recettes directes et d'ordre") only amounted to 70,452,776*l.*, or a lesser yield than that estimated of 1,120,467*l.*

The deficit in the receipts is principally accounted for by a diminution in the returns from excise on drinks. Land and personal taxes, customs, registration fees, forests, mines and mineral foundries, licences, taxes on railway travellers, and goods forwarded by express; these, taken together, would have produced a much larger difference between the estimated and actual receipts had not the effect of their lesser yield been neutralized by a yield in excess of the Estimates of such headings as—Recovery of Loans, Excise on Tobacco, Excise on Sugar, Legacy Duty, Recovery of Money spent on behalf of Railways, &c.

It is shown, in a Table annexed to the Controller's Report, that the ordinary revenue for 1884 was in excess of the amount collected in any previous year during the last ten years, and greater than that of the previous year (1883) by 554,678*l.*; and this increase of revenue, notwithstanding the failure of several items to give the

anticipated return, is ascribed to the greater regularity of the payment by the Railway Companies of interest on railway shares,* and on the Government loans made to Railway Companies, and to the increased yield of the excise on sugar, and of the legacy duty.

The Report under review goes on to explain the causes which have affected the various items of revenue.

1. *Personal and Real Property Tax.*

The diminution under this head is the result of an order of His Majesty the Emperor of the 14th May, 1863, reducing the capitation tax, and exempting from it those peasants who do not possess any land. The total yield of this tax may be looked upon as satisfactory, for in the Governments of Viatka, Kursk, Orel, Kharkow, and Tobolsk the peasants had suffered from a very bad harvest; and in the Governments of Tambow, Kazan, and Penza hail, fires, and sickness amongst cattle, all contributed to straiten the means of the taxpayer.

2. *Excise on Drinks.*

The diminution under this head is ascribed to the unsatisfactory economic condition of the people, caused in general by the stagnation of commerce and industry. The new laws about the production and sale of beer must be held to account also, in some measure, for the decreased yield on the excise on beer.

3. *Excise on Tobacco.*

The Law of 1863 on this head continues to have good effects, for the yield of this tax was, in 1864, 89,654*l.* greater than in the previous year.

4. *Excise on Sugar.*

The increased yield is attributed to the higher rate of excise levied (it was raised 15 copecks per pound from the 1st August, 1863), and the increased production.

* This because it frees the revenue from the burden imposed by the State guarantee of the interest on nearly the whole of the railway capital in Russia.—T. G. GROSVENOR.

5. *Customs.*

The increased duties on coal and cast iron, introduced into the Tariff in 1884, caused a large revenue to be derived from these two articles, but all the other staples of import have diminished considerably in quantity during the year under review.

6. *Stamps.*

The increased yield under this head is in a great measure due to the application since the 1st July, 1884, to the Kingdom of Poland, of the regulations in force under this head in other Governments of the Empire.

7. *Registration Fees.*

The increased yield under this head arises from the fact of the adoption of a higher rate for the transfer of real property from one owner to another.

8. *Legacy Duty.*

This tax was introduced in 1883, and its yield was materially increased by the fact that nearly 200,000*l.* were received from the heirs of Baron Stieglitz.

9. *Tax on Railway Passengers and Goods carried by "Grande Vitesse."*

Under this head it would appear that, although through the payment of back debts the total yield appears to be greater than that of 1883, yet the sum realized by the Treasury in 1884, and properly coming under the head of revenue for that year, was less by 7,862*l.* The total number of railway passengers was larger during 1884 than during the previous year, but fourth-class carriages had been started on certain lines, and passengers travelled ~~third-class~~ in greater numbers than either first or second class. These classes are taxed at a higher rate than the third and fourth classes. Hence the diminution in the returns.

10. *Royalty on Mines (Gold and Silver).*

A diminution is shown in the Budget of 56,831*l.* as compared with 1883, principally with reference to the

royalty on gold; but this is due to a delay in settling accounts with the proprietors of gold mines, as the total output of gold for 1884 was not inferior to that of 1883.

11. *Royalty on Coinage.*

The diminution under this head, as compared with 1883, of 47,767*l.*, is attributable solely to the smaller amount of money coined in 1884.

12. *Royalty on Mines (other than Silver or Gold) and Metallurgic Establishments.*

The diminution under this head of 46,971*l.*, as compared with 1883, is ascribed to the difficulty that occurred in many Government establishments of selling those of their products which were destined for trade purposes—a difficulty accounted for by the general stagnation of commerce and industry throughout the Empire.

13. *Railways.*

The total revenue of the State Railways, and the sums paid in by the lines conceded to private Companies, showed an increase in 1884 of 463,035*l.* over that obtained in 1883. This increase is chiefly owing to the larger returns realized on the Kharkow-Nicolaieff and Nicolas (St. Petersburg-Moscow) lines; also to the opening of traffic on the Catherine line. The larger returns on the Kharkow-Nicolaieff line are due, as was explained in a previous Report, to the fact that a large portion of the sums due for 1883 were not paid into the Treasury until 1884. As regards the Nicolas line, one of the conditions of the cession of working rights to the "Grande Société" was that a fixed proportion of the profits for the year 1883 should be paid into the Treasury. As the profits of the working of the Nicolas line in 1883 increased by 7½ per cent., the sum paid into the Treasury increased in like proportion.

14. *Revenue destined for the Service of Railway Bonds.*

The amount of these receipts has been more satisfactory, owing to greater regularity in the payment made by the Railway Companies. The increased yield of this

branch of revenue, amounting to 706,781*l.* over that obtained in 1883, is due also to the fact that it is made up of arrears of 1883, of payments due in 1884, and of the payments effected in the time of grace allowed in the beginning of 1885.

15. *Repayment of certain Outlays made on behalf of Railway Companies.*

This item, which attains a total of 242,390*l.*, appears for the first time amongst the ordinary receipts. At the time when there was a Special Railway Fund, this item was classed amongst the extraordinary receipts. The payments in 1884 are principally for rolling stock bought from, and for works executed by, the State.

16. *Repayment of Loans.*

This item of revenue shows an increase over 1883 of 288,798*l.*, principally due to the repayment of a loan made to the Cabinet of His Majesty the Emperor of 139,511*l.* in 1882.

The above are the principal items into which the ordinary receipts ("recettes directes et d'ordre") are divided.

The estimates for the extraordinary receipts, exclusive of 2,580,664*l.* in the possession of the Treasury, amounted to 6,045,834*l.*, and were divided into the following items:—

(a.) War Indemnity, 312,500.

(b.) Realization of Treasury Bonds of the new series, 1,560,000*l.*

(c.) Realization of the Gold Rente Loan of 6 per cent., 3,200,000*l.*

(d.) Sums to be obtained by further credit operations, 973,334*l.*

The actual sums derived from these estimated receipts were as follows:—

1. War Indemnity (a.) from the Khan of Khiva, 15,000*l.*; (b.) Instalment of Turkish War Indemnity, 232,130*l.*, making, altogether, 65,370*l.* less than the estimated amount.

2. Realization of Treasury Bonds, 1,528,525*l.*, therefore less than the estimated amount by 31,475*l.*

3. Sums realized on the 6 per cent. Gold Rente Loan, 3,068,867*l.*, or 131,132*l.* less than the sum estimated.

4. Operations of Credit.

Under this head come the Consolidated 5 per Cent. Bonds of the seventh series, issued in accordance with the Imperial Ukase of the 28th March, 1884, for 15,000,000*l.*, which produced 124,889,239 roubles.

Payment by the Bank of Russia of sums due to the Treasury on 20,000,000 silver roubles and 25,000,000 paper roubles of the 5 per Cent. Loan, decreed by Imperial Ukase of the 8th March, 1884, amounting to 50,000,000 roubles, and a sum of 240,279 roubles in perpetual deposits, an arrangement approved by the Emperor on the 25th February, 1883.

The sum total of extraordinary receipts amounted in all to 223,574,742 roubles, of which 175,129,518 roubles were devoted to a repayment by the Treasury to the Bank of Russia of moneys expended by the latter on behalf of the State during the last war, in conformity with the terms of the Imperial Ukase of the 1st January, 1881. The total of sums raised by credit operations exceeded the amount set down in the Estimates by 163,116,403 roubles.*

In order to complete the list of receipts, the Controller-General goes on to state that the balance of revenue of 1880 has been carried to the credit of the supplementary resources of the Budget closed in 1884, and in this manner a sum of 462,220*l.* has been obtained.

II.—DEFINITE SETTLEMENT OF THE EXPENDITURE FOR THE YEAR 1884.

The estimates of the ordinary disbursements ("directes et d'ordre") for the year 1884 amounted to 72,433,629*l.*, exclusive of a sum of 30,000*l.* destined to cover unforeseen expenses, during the financial year. The actual

* I have been obliged to give values in roubles in mentioning the receipts from credit operations, in order to give an accurate idea of them, but I shall return to sterling value for the description of the remaining features of the Budget.—T. G. GROSVENOR.

disbursements made amounted to 72,790,267*l.*, and in the following manner:—

(a.) Disbursements effected and paid in 1883 by anticipation on the next financial year, 1,009,766*l.*

(b.) Disbursements in 1884, 62,736,156*l.*

(c.) Disbursements in 1885 during the period of grace allowed for closing the accounts of 1884, 2,260,784*l.*

(d.) Balances still payable after closure of 1884 account, 6,383,562*l.*

With reference to these disbursements, it is shown in a series of Tables compiled by the Controller-General, and annexed to his Report, that, with the exception of the Ministers of the Emperor's Household, and a body known as "Les Grands Corps de l'État," most of the other branches of the administration have necessitated increasingly large outlays during the last ten years.

Increased expenditure in comparison with the year 1883 has been found necessary in the subjoined items of the Budget:—

1. *Interest on the Public Debt.*

The increase of this item by 917,363*l.* above its total for 1883 has been occasioned by the necessity of paying interest on the last Gold Rente Loan, issued for the purpose of paying the Treasury debt to the Bank of Russia, as also for that of covering the expenses of building railways, and paying the interest on the eight new series of Treasury Bonds of the seventh issue.

2. *Ministry of Marine.*

The increase of 387,937*l.* in the expenses of this Department is due to an increased expenditure in naval construction, and also to the fact that this Ministry now pays a sum of 60,274*l.* as a Government subvention to the Patriotic Fleet for the maintenance of steam traffic in the extreme East.

3. *Ministry of Ways and Communications.*

The increased expenditure under this head, amounting to 91,875*l.*, has been caused by fresh disbursements during 1884 in connection with the provisional adminis-

tration of the State Railways, the building of the Catherine and Fabinko-Pinsk lines, and also to expenses connected with civil engineering.

4. *Control of the Empire.*

The increase of 22,412*l.*, shown under this head for the year 1884, is to be accounted for by the greater activity of the Control over the building and working of the State Railways.

5. *Ministry for Foreign Affairs.*

The increase of 19,096*l.* under this head is due to increased requirements of money for the maintenance of Embassies, Missions, and Consulates abroad, and also in some measure to extraordinary and unforeseen expenses.

6. *Ministry of Domains.*

The increase in the disbursements of this Department for the year 1884 of 18,050*l.* is due to the increased expenditure for the maintenance of the local administration for the Domains, the forest keepers, and for the payment of the land tax to the "zemstvo" on the lands and forests of the State.

7. *Ministry of Justice.*

An increase of 12,500*l.* is noticeable under this head, which has been laid out in increased payments for travelling expenses to the functionaries of the Judicial Department.

The following Departments have caused a smaller outlay in 1884 than in the previous financial year:—

1. *Ministry of War.*

A saving has been effected in this Department compared with 1883 of 202,195*l.*, chiefly on soldiers' clothing, manufacture of arms, and war material.

2. *Ministry of the Emperor's Household.*

The lesser amount spent by this Department in 1884 arises from the fact, that in 1883 special credits were

demanded for it on the occasion of the Coronation of their Imperial Majesties.

4. *Ministry of Finance.*

The disbursements of this Department were reduced by 269,394*l.* compared with 1883, chiefly on account of the diminution in the amount of the guarantee of the net revenue of private Railway Companies.

The above constitute the principal items of ordinary expenditure ("dépenses directes et d'ordre").

Turning now to the extraordinary disbursements, the Controller-General observes that the Estimates provided for an outlay of 7,466,113*l.*, of which 5,000,000*l.* were to be paid by the Treasury as an annual instalment to the Bank of Russia in discharge of the debt of the former to the latter, and 2,466,113*l.* were to be expended on railway works and improvement of harbours.

The 5,000,000*l.* were paid to the Bank of Russia by the issue of a 5 per Cent. Loan for 20,000,000 silver roubles and 25,000,000 paper roubles, in conformity with the Imperial Ukase of the 8th June, 1884.

The estimates, however, for railway works and the improvement of harbours were exceeded by 1,793,003*l.*, and included some of the expenses of the Deep Sea Canal from Cronstadt to St. Petersburg and improvements at the harbours of Poti and Batoum, together with the building of several railway lines, notably the Catherine line, the Vilna-Rovno, with branch to Louinets-Pinsk, the Baranovtchi-Beloslok, the Catherinebourg-Tumène and the Sedlets-Malkinski lines.

III.—BALANCE OF THE BUDGET CLOSED FOR 1884.

The estimated ordinary expenses of the Budget for 1884 were assessed at 72,733,629*l.*, and reached in reality a total of 72,790,267*l.*, making an excess of expenditure of 56,638*l.*

The total ordinary revenue for the same period amounted to 70,452,776*l.*, thus causing an excess of ordinary expenditure over revenue of 2,337,491*l.*

To revenue must be added the sums which in 1884 flowed into the Treasury from debts due to that establishment for the financial year 1880, amounting to 462,220*l.*, and the excess of expenditure over revenue is thus reduced to 1,875,271*l.*, or 714,886*l.* beyond the excess of expenditure foreseen in the Estimates for the Budget of 1884.

The extraordinary disbursements in the Estimates for 1884 amounted to 7,466,113*l.*, which were to be covered by war indemnities, by certain credit operations, and by funds in the hands of the Treasury.

At the close of the financial year 1884 the revenues of the Extraordinary Budget stood at 22,357,474*l.*, and the extraordinary expenses amounted to 8,793,003*l.*, leaving an excess of extraordinary revenue over extraordinary disbursements of 13,564,471*l.*

The total of ordinary and extraordinary revenue added together:—

			£
Ordinary revenue ..	..	..	70,914,996
Extraordinary revenue ..	..	..	22,357,474
			<hr/>
Gives a sum of ..	..	..	93,272,470

Which, compared with the total ordinary and extraordinary disbursements (72,790,267*l.* and 8,793,003*l.*), leaves a balance in the hands of the Treasury of 11,689,200*l.*, which was handed over to the Bank of Russia.

The preceding figures form the essential portion of the Controller-General's Report on the Revenue and Expenditure of this Empire for the year 1884, and they can scarcely be said to afford a very encouraging retrospect of its financial condition, as, were it not for the considerable sums included under the head of extraordinary receipts—which, it must be remembered, are all, or nearly all, the proceeds of loans—the total of the disbursements would be nearly 2,000,000*l.* in excess of the revenue. The expenses of all branches of the Administration are, with the exception of the Ministry of His Majesty the Emperor's Household (*"Ministère de la Maison de Sa Majesté l'Empereur"*), on the increase as compared with their cost during any of the previous ten years. The revenue, however, was larger this year than in any of the preceding ten years, though not very far

above that of 1882; but it must not be omitted from consideration that several important items of revenue, such as Customs, excise on drinks, &c., which are usually considered as tests of the economic prosperity of a country, yielded in 1884 much smaller returns than were expected.

The two heaviest burdens on the resources of the Empire are the sums required for payment of the interest on the Public Debt and the sums required for the maintenance of the Army. It is hardly to be expected at the present moment that the demands on the resources of the Empire under these two heads should be diminished. Past expenditure on wars is, in a great degree, the cause of the former, and present necessities, at least, according to the ideas of those who are responsible for the government of the country, are a sufficient reason for maintaining the latter. These two items of expenditure alone absorb 50,000,000*l.*, in about equal proportions, out of a total of ordinary or annual expenditure of 72,740,000*l.*

In examining the revenue there is no apparent prospect of any great increase, in fact, rather the reverse, since bad harvests, cattle disease, climatic accidents, and the low price of grain have of late years diminished the well-being of the peasantry, who constitute the great majority of the Russian population. There is, however, one important source of revenue which, judging from the statistics of the last twenty years, might be materially increased, if the Government made up their minds to abandon the system of protection upon which they have launched themselves, and were to substitute for it a purely fiscal Tariff, admitting foreign goods at a rate that should prove remunerative to the Government, and at the same time not render their sale impossible in this country. The Customs Revenue is steadily declining, and this is ascribable to the Protectionists' measures successively adopted since 1877. Another means of lightening the burdens of the Exchequer would be a more economic and more practical system of working the railways in Russia. Eighty-nine per cent. of the railway capital of the country is guaranteed by the State, and although the gross receipts per verst of the Railway Companies are considerable, nearly 70 per cent. of these is absorbed in working expenses; hence

the Companies are unable to repay to the Government the large outlays which have been made by it in payment of interest on guaranteed capital.

The oft-recurring deficits cannot but present serious matter for reflection to those in charge of Russian finance; but looking to the resources of the country, which are undoubtedly great, and hoping that a more liberal commercial policy may make its advantages felt in Government spheres, I cannot see any reason, in the figures I have just reviewed, for believing that Russia, if she enjoys the blessings of peace for some years, will not be able to put an end to the chronic deficits from which she at present suffers, and, furthermore, not be in a position to pay off some of that load of debt which now weighs so heavily on her shoulders.

(Signed) T. G. GROSVENOR.

March 15, 1886.

Memorandum on the Estimates of the Minister of Finance for the Year 1886. Presented to His Majesty the Emperor on the 1st (13th) January, 1886.

In calculating the Estimates for the year 1886, the Minister of Finance anticipates a deficit of 2,528,734*l.* on the ordinary Budget. The ordinary receipts are assessed at 78,746,369*l.*, or about 1,000,000*l.* in excess of the estimated receipts for the previous year, and the ordinary expenses at 81,275,103*l.*, thus arriving at the deficit named above. The "recettes et dépenses d'ordre" balance one another in the estimate in a sum of 655,446*l.*

In explaining the estimated receipts for 1886, the Minister of Finance enters into the following details:—

1. *As regards the Excise on Drinks.*—Although, it is stated, through raising the excise on alcohol from 8 to 9 copecks—which was done pursuant to a decision of the Council of the Empire, approved by the Emperor on the 18th May, 1885—the revenue under this head ought to show an increase of 2,600,000*l.*, and also on account of the measures taken for the prevention of smuggling

spirits across the western frontier ; yet on account of the persistent stagnation of commerce and industry, the bad wheat harvests in the greater part of Russia, and also on account of the "local option" lately passed into law, and likely to affect, detrimentally, the retail of spirits throughout the country, it has been found impossible to anticipate an increased yield from this tax of more than 426,519*l*.

2. *Excise on Sugar*.—This tax, it is presumed, will yield 535,950*l*. more than it did last year, in consequence of the abundant beet-root harvest of 1885-86.

3. *Legacy Duty*.—This tax is estimated, in accordance with its yield in the first six months of 1885, to be probably worth more by 35,000*l*. in 1886.

4. *Tax on Railway Passengers and Goods forwarded by Express*.—This is estimated to give a greater yield in the financial year of 12,800*l*., and the estimate is based upon the average total of the tax for the last three years, and upon the fact that the railway system of Russia is constantly being enlarged.

5. *Sundry Taxes*—are estimated as likely to give a superior receipt of 12,736*l*. during the financial year.

6. *The Post Office*—which has been steadily increasing, is estimated as likely to yield an excess of 39,700*l*.

7. *Railways*.—An increase is estimated of the receipts derived from railways of 352,291*l*., partly because the working receipts of the new lines, Luminets-Homel, Catherinebourg-Tumène, and Mourou, were carried in 1885 to the credit of the Budget, partly on account of an anticipated rise in the earnings of the Transcaspian Railway, and partly from an increased payment on the part of the "Grande Société" for the lease of the Moscow line.

8. *The Peasant Redemption Fund*—should offer an increase of 70,260*l*., according to the amounts falling due in 1886, and the arrears which are outstanding.

9. An increase of 190,057*l*. is estimated on the receipts on account of railway bonds, by reason of the larger revenue of certain lines. This increase would be estimated at a much higher figure were it not that one or two principal lines (the South-Western and the Moscow-Brest) had smaller revenues than usual in 1885.

10. A larger return by 941,200*l*. is anticipated under
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the head of payments from the Railway Companies of sums disbursed on their behalf for railway material now on hand in the Government warehouses.

11. The increase under the head of Repayment of Loans, and other sums disbursed by the State in the shape of loans, is estimated at 1,097,173*l.*, the larger part of which, 848,000*l.*, is to be derived from the payment of debts due from the South-Western Railway Company, and 150,000*l.* to be recovered on the bounties paid to sugar refiners for sugar exported to foreign countries.

12. The 5 per cent. tax on dividends, which was approved by the Emperor on the 20th May, 1885, is estimated to yield 970,000*l.*

A smaller return is anticipated under the following heads:—

1. 1,867,611*l.* on the real property and forest tax on account of the abolition of the capitation tax on all peasants except the peasants who were formerly on Crown lands, in accordance with the Imperial Ukase of the 18th May, 1885.

2. Commercial licences are expected to yield 83,500*l.* less, judging from the falling off under this head in 1884.

3. *Excise on Tobacco*.—The yield of this tax is estimated at 64,850*l.* less than in the previous year, judging from the returns for the last period, from July 1884 to July 1885.

4. *Customs*—are estimated to yield 603,200*l.* less, judging from the results obtained by this Department in 1884 and 1885, in consequence of unfavourable economic conditions.

5. *Registration Fees*—are set down as likely to yield less by 87,600*l.*, judging from the yield of the last three years.

6. It is estimated that 22,488*l.* less will be received in Royalties on mines of silver and gold, judging from the returns under this head during the last two years.

7. A diminution on receipts from mines in general of 16,421*l.* is expected, judging from the actual receipts under this head during the last two years.

In addition to those above mentioned, the Finance Minister anticipates small shrinkage of revenue under the head of Stamps, Tax on Passports, Tax on Insurance Companies, Sale of Real Estate belonging to the Government, and other lesser items.

On the other hand, the ordinary expenditure of 1886 as compared with that of 1885 shows an increase of 2,858,704*l.*

The Ministry of His Majesty the Emperor's Household ("Ministère de la Maison de Sa Majesté l'Empereur") figures for the same amount in 1886 as in 1885, and the charge for interest on the Public Debt is less by 83,758*l.*, due principally to the extinction of certain debts in 1885, and to the replacing in 1885 of interest-bearing Treasury Bonds by others; on which the interest is to be payable at the same time as the principal, four years after the date of issue, *i.e.*, in 1889.

All the other Departments of State show an increased estimate of expenditure.

1. *The Holy Synod*—30,998*l.* for the organization and maintenance of primary schools, maintenance of clergy and necessary buildings in the Baltic provinces, and subsidies for the propagation of Christianity in the Caucasus.

2. *The Ministry for War*—340,652*l.* under the following headings:—273,600*l.* repairs, building and rebuilding of edifices; 61,700*l.* for equipment and armament of troops, consequent on the increased war material provided for the reserve, and other minor headings.

3. *The Ministry of Marine*—390,457*l.*, chiefly for ship-building, in view of the necessity of finishing ships already in course of construction, and of works necessary for Marine Artillery, for the service of mines, and for the maintenance of the central administration and of harbours.

4. *The Ministry of Finance*—1,554,107*l.* The chief portion of the increase here noted comes under the head of bounties granted to sugar exporters, and amounts to 750,000*l.* Further, an amount of 328,000*l.* is the consequence of measures taken by the Ministry in 1885, with a view to collecting taxes with greater regularity. These measures have special reference to the strengthening of the Customs: force on the western frontier, to the annual salaries of revenue inspectors, and to the salaries of the inspectors of distilleries; and the balance of the increased expenditure, 478,000*l.*, is allotted to various branches of the Administration which do not, strictly speaking, come under the parview of the Ministry of Finance, such as pensions and subsidies, remission of the

5 per cent. tax on dividends in favour of scientific establishments, education and charity, church, clergy, &c.

The Ministry of Domains—12,781*l.* The increase here estimated is owing principally to the payment of the land tax to the “zemstvos.”

6. *The Ministry of the Interior*—187,246*l.* The estimated increase is chiefly for the service of prisons and police-stations, and in consequence of the organization of a special body of guardians for exiles, an extra force of police at Tiflis, and quarantine and medical service.

7. *The Ministry of Instruction*—53,818*l.* Of this estimated excess, 15,400*l.* are granted to Universities and Lyceums (including 11,600*l.* granted to the newly-created Siberian University), 10,700*l.* to Gymnasiums and other educational establishments, 21,000*l.* for building expenses near Kharkow and for buildings in connection with the Imperial Museum of History.

8. *The Ministry of Ways and Communications*—336,715*l.*, increase on account of the working expenses of the lines Louminets-Homel, Catherinebourg, Tumène and Mourow, and on account of an increased personnel on the lines Baskeintchak, Tambow-Saratow, Catherine, and Vilna-Rovno; fresh expenses in road-making and in facilitating the navigation of the rivers.

9. *The Ministry of Justice*—10,916*l.* This increase is principally due to an increased judicial personnel in Transcaucasia in accordance with the Imperial decision of the 5th May, 1885.

Two or three minor items, that is, Ministry for Foreign Affairs, 3,400*l.*; Great Bodies of State (“Grands Corps d’État”), 6,242*l.*; Control of the Empire, 8,122*l.*, complete the list of estimated higher ordinary expenditure for the year 1886.

Next in order come the “depenses d’ordre,” which are exactly balanced by the “recettes d’ordre,” and are put down at 655,446*l.*

The extraordinary expenses for the year amount to 5,264,324*l.*, and are exclusively destined for the construction of railways and the improvement of harbours. The grounds on which this expense is incurred will be dealt with below.

The Minister of Finance, in presenting the estimates of ordinary revenue and expenditure to His Majesty the

Emperor, deploras the recurrence of a deficit, but attributes it exclusively to the depressed state of trade, arising in great measure from the low price ruling for Russian grain and to the bad harvests of 1885, and adds that there are at present no signs of a revival of trade justifying estimates higher than those submitted for the year 1886. Direct taxation has yielded 1,430,000*l.* more in 1885 than in 1884, but this is in part owing to increased taxes—5 per cent. on the interest of shares, higher duties levied on commercial and industrial establishments and on their profits. Indirect taxes, however, such as excise on spirits and tobacco and Customs duties, all showed a diminished return for 1885.

Adverting to the absence from the Estimates of the sum of 5,000,000*l.* to be paid by the Treasury to the Bank of Russia annually, in accordance with the terms of the Imperial Ukase of the 1st January, 1881, the Minister of Finance explains it by saying that, owing to the general scarcity of money, it has been found necessary to suspend the sale of "Rentes," the proceeds of which are handed over to the Bank of Russia, and the withdrawal from circulation of paper roubles, and adds that it is expressly laid down in the Ukase of the 1st January, "that the reduction of paper roubles in circulation is to be made only with due regard to the possibilities of the case, and without interfering with the requirements of the circulation." He thinks the circulation would have been interfered with had the annual amount been paid in the year 1886.

Further, the Finance Minister thinks that the 5,260,000*l.* of extraordinary expenses destined for the construction of railways are a justifiable expenditure, because this sum expended on railway construction may serve to revive trade and to augment the profits of a necessitous population, and it will not weaken the financial resources of the Empire in the future.

The Finance Minister does not recommend any fresh taxation at present for the purpose of balancing revenue and expenditure. He maintains that the financial resources of Russia are by no means exhausted, but holds that at this moment the imposition of fresh taxes might overburden the already heavily laden taxpayer. He estimates that it will not be a matter of any great difficulty in the present state of the Money Market to execute the

operations of credit, which, in addition to the funds at the disposal of the Treasury, will be necessary in order to balance the total revenue and the total expenditure.

The abstract of the Estimates for the Budget of 1886 is as follows:—

RECEIPTS.

	£
Ordinary receipts	78,746,369
Receipts "d'ordre"	655,462
Extraordinary receipts—	
1. War indemnity	312,500
2. Interest on perpetual deposits	75,000
3. Repayment of loans made to Railway Companies	1,800,000
4. Sums arising from realization of Consolidated Railway Bonds of seventh issue	1,105,558
5. Sums to be obtained by credit operations	4,500,000
Total	87,194,873

EXPENDITURE.

	£
Ordinary expenditure	81,275,103
Expenditure "d'ordre"	655,446
Extraordinary expenditure for the construction of railways	5,264,324
Total	87,194,873

These Estimates cannot be considered as affording any very satisfactory statement of the present condition of Russian finance. Allowance must naturally be made for the depressed state of commerce and agriculture, not only in Russia, but also in many of the more western States of Europe; but in the face of this depression it would seem to be the part of sound finance to insist upon a reduction of the estimates of the various Departments of State rather than allow of increased estimates from nearly all of them. It will be seen from the Finance Minister's Estimates, that his Excellency does not propose to raise the sums required by any additional taxation, but that he proposes to raise them by credit operations. For these sums thus raised interest must be paid, and Russia's indebtedness increased. Revenue and expenditure have increased in this country year by year in the last ten years, but expenditure has annually exceeded the increase of the revenue.

It is shown in the Estimates that certain branches of the revenue, such as Customs, excise on drinks and tobacco, are expected to yield a diminished return in the year 1886, and the cause ascribed is the depression of commerce and industry existing all over the Empire. But is this the only cause? It is self-evident that, if a nation that habitually smokes and drinks ceases to do so, the principal reason is that it has not the wherewithal to gratify those tastes. But in Russia the nation as a consumer is compelled to pay the price for necessaries (cottons and woollens) which the native manufacturers choose to ask, because the Protective Tariff imposes such high duties on articles of this nature of foreign manufacture, that they are hardly any longer imported. If, however, the State were to withdraw the barriers to foreign importations, and allow the nation to purchase the cheapest necessaries obtainable, always having due regard to its fiscal necessities, there would remain a surplus in the hands of the nation enabling them to drink and smoke if they continued to desire to do so. The Customs revenue instead of showing a falling off would show an increase, for we have the Finance Minister's own showing to guide us to the fact, that imports have fallen off in a marked degree since the imposition of higher duties. Three branches of the revenue which now yield diminished returns could not but yield larger returns if a more liberal commercial policy were to find favour in the eyes of the Russian Government; and if, besides, greater economy, and it need not be a very much greater economy, were exercised in all branches of the Administration, there is no reason to suppose that revenue and expenditure in this country might not be made to balance annually without the necessity of borrowing money in order to arrive at this result.

(Signed) T. G. GROSVENOR.

St. Petersburg, March 15, 1886.

Württemberg.

Report by Mr. A. G. Vansittart on the Finances of Württemberg, together with some Notes on the Census held on the 1st December, 1885, and the Spirit Monopoly Measure.

THE financial year which, in former times, ended on the 30th June, was changed in the year 1879 to finish with the month of March; but before examining in detail the estimated revenue and expenditure for the present financial period comprised between the 1st April, 1885, and the 31st March, 1887, I append the following short tabular statement, which shows the sum total of the actual receipts and expenditure of the Kingdom of Württemberg for the years 1881 to 1883.

			1881-82.	1882-83.
			Marks pf.	Marks pf.
Actual revenue	..	..	52,890,805 37	52,754,447 91
„ expenditure	..	..	52,430,099 15	52,463,750 38
„ surplus	..	..	460,706 22	290,697 53

It will thus be seen that the actual revenue for the year 1881-82 amounted to 52,890,805 marks 37 pf. (2,644,540*l.*), and the expenditure to 52,430,099 marks 15 pf. (2,621,504*l.*); and that the actual revenue for 1882-83 amounted to 52,754,447 marks 91 pf. (2,637,722*l.*), and the expenditure to 52,463,750 marks 38 pf. (2,623,187*l.*), the surplus for the period 1881-82 being 460,706 marks (23,035*l.*), and that for 1882-83 290,697 marks (14,534*l.*).

Remarks on the actual receipts and expenses for the years 1881-83.

Although there was a small surplus in favour of the revenue for the above two years, there is nothing worth calling attention to in the different items forming the totals of the above Table.

The actual receipts and expenses for the year ending 31st March, 1885, are not yet known, but the estimated revenue and expenditure for the financial year 1884-85

Estimated revenue and expenditure for 1884-85.

are made to balance by the Minister of Finance at 54,060,186 marks 26 pf. (2,703,009*l.*).

The following Tables show, in detail, the amounts of the estimated revenue and expenditure for the financial period 1885-87 :—

Revenue.

REVENUE.

	1885-86.		1886-87.	
	Marks	pf.	Marks	pf.
1. State property—				
Domains	689,360	00	689,360	00
Forests, shooting-rents, storage of wood	4,731,743	00	4,731,743	00
Mines and founderies	100,000	00	100,000	00
Salt works	700,000	00	700,000	00
Bleaching Establishment of Weissenau	3,000	00	3,000	00
Railways	13,104,632	00	13,247,715	00
Posts and telegraphs	1,887,821	00	1,454,821	00
Steamers (on Lake Constance) ..	4,100	00	3,300	00
Yield of the Mint	2,500	00	2,500	00
Various receipts	961,396	85	950,268	28
	21,708,575	85	21,906,730	28
2. (a) Direct taxes—				
Landed property, industry, houses	8,723,315	00	8,728,315	00
Ambulating commerce	19,000	00	19,000	00
Appanages, receipts from capital and incomes	4,974,000	00	5,094,000	00
	13,716,315	00	13,836,315	00
(b) Indirect taxes—				
Excise	1,550,000	00	1,550,000	00
Dogs	195,000	00	195,000	00
Drinks	9,707,400	00	9,707,400	00
Fees, law charges, and inheritances	2,570,000	00	2,570,000	00
	14,022,400	00	14,022,400	00
3. Part due to Württemberg from taxes on customs, tobacco, and stamps	4,268,370	00	4,268,370	00
4. Loan destined to extinguish the railway debt				
5. Surplus from previous Budgets ..	434,593	12	518,232	07
Sum total	54,160,253	97 (£2,707,512)	54,552,047	25 (£2,727,602)

EXPENDITURE.

Expenditure.

	1885-86.		1886-87.	
	Marks	pf.	Marks	pf.
1. Civil List	2,813,426	28	1,813,426	28
2. Appenages and dowries ..	316,056	98	616,056	98
3. Public Debt—				
Interest	17,212,771	77	17,510,613	98
Sinking fund	2,370,092	86	2,457,475	00
Costs for the redemption of the bonds and coupons ..	16,000	00	16,000	00
	19,595,864	63	19,983,988	98
4. Rents	461,818	12	462,459	77
5. Indemnifications	74,528	07	74,528	07
6. Pensions and salaries	2,022,500	00	2,073,000	00
7. Gratuities	370,329	00	370,329	00
8. Privy Council	59,850	00	60,250	00
9. Administrative Court of Justice	30,600	00	30,600	00
10. Department of Justice	4,015,755	18	4,015,755	18
11. „ for Foreign Affairs ..	185,991	00	186,091	00
12. „ for Interior	5,764,191	13	5,698,410	20
13. „ for Public Worship and Education	8,117,731	12	8,134,785	12
14. „ for Finance	2,919,265	00	2,932,765	00
15. Fund for the “Landstände” ..	343,172	46	343,426	77
16. Reserve funds	50,000	00	50,000	00
17. Matricular contributions	7,639,375	00	7,639,375	00
18. Expenses incurred in abolishing the privilege of freedom of postage in public business ..	310,000	00	310,000	00
19. Increase in the salaries of expe- diters	56,800	00	56,800	00
Sum total	54,150,253	97 (£2,707,512)	54,552,047	35 (£2,727,602)

PUBLIC Debt on the 1st April, 1885.

	Marks	pf.
Loan at $3\frac{1}{2}$ per cent.	16,429,128	73
„ 4 „	313,009,591	58
„ $4\frac{1}{2}$ „	98,995,045	66
„ 5 „ (unredeemable)	447,942	86
Total	428,881,708	83
	(£21,444,085)	
Of which the General Debt amounted to	47,434,256	00
and Railway Debt	381,447,452	83

It will be seen by the above statement that of the total Public Debt, viz., 428,881,708 marks 83 pf., or

Remarks on the Public Debt.

21,444,085*l.*, the railway debt forms the largest portion, amounting to no less than 381,447,452 marks 83 pf. (19,072,372*l.*), and that the bulk of the debt bears interest at 4 per cent., and the greater part of the balance at $4\frac{1}{2}$ per cent.

The Minister of Finance estimates that on the 1st April, 1886, the debt will amount to 426,344,415 marks 97 pf. (21,317,220*l.*), which is a decrease of 126,865*l.* as compared with the present total.

On the 1st April, 1883, the Public Debt stood at 423,931,707 marks 76 pf. (21,196,585*l.*); it consequently increased by 4,950,001 marks 7 pf. (247,500*l.*) during the financial period 1883-85.

Establishment
of railway
lines, and the
effect of it on
the Public
Debt.

The establishment of the numerous railway lines in Würtemberg, almost the entire number of which have now become State property, has had the effect of more than doubling the debt within the last twenty years or so. Although the increase in the returns of railway traffic during the past four or five years has been but slight, the Minister of Finance speaks hopefully of better receipts in the future, and that, owing to the generally improved economical arrangements in connection with the various lines.

The total debt, as it stands at the present time, may be said to amount to a little over 10*l.* per head of population, and the interests for the financial period 1885-86 to about 10*s.* per head. The net income of the railways alone covers as nearly as possible two-thirds of the interest of the whole Public Debt.

Würtemberg's
"Matrikular
Beiträge," or
contributions
to the Empire.

The Würtemberg "Matrikular Beiträge" have, since 1872, amounted at a minimum to 5,500,000 marks per year, as the following Table will show:—

					Marks.
1875	..	..	..	..	5,784,133
1876-77	..	..	..	..	7,483,885
1877-78	..	..	..	..	6,877,775
1878-79	..	..	..	..	6,815,393
1879-80	..	..	..	..	6,736,578
1880-81	..	..	..	..	6,226,856
1881-82	..	..	..	..	7,281,433

Although the amount of Würtemberg's matricular contribution is put down in the estimated expenditure for 1885-86 at 7,639,375 marks (381,968*l.*), there is reason to suppose it will be considerably higher, for the Royal Statistical Bureau at Berlin, in its yearly (1885):

Volume of Statistics of the German Empire, calculates Würtemberg's quota for that year at 8,660,736 marks (433,036*l.*), this sum being a considerable increase over previous years.

According to the regulations contained in paragraph 8 of the Tariff of the 15th July, 1879, the amount of receipts derived from customs and tobacco which exceeds the sum of 130,000,000 marks in any one year, is to be paid over to the separate twenty-six German States, in the proportion of their population.

The part accruing to Würtemberg from the products of the tax on customs, tobacco, and stamps.

The following Table gives the totals of the actual sum distributed to Würtemberg for the three years 1881-84:—

ACTUAL part distributed to Würtemberg from the Produce of the Tax on Customs, Tobacco, and Stamps.

			Marks.	£
1881-82	..	..	2,964,193	= 148,209
1882-83	..	..	3,656,929	182,846
1883-84	..	..	3,737,036	186,851

The sum estimated that Würtemberg will receive for 1884-85 is put down in the Budget at 4,273,710 marks (213,685*l.*), and for the financial period 1885-87 at 4,268,370 marks (213,418*l.*), which is a considerable increase as compared with previous years.

The actual receipts from the State forests and chases have for the past few years been slightly increasing, as will be seen by the following Table:—

State forests.

RECEIPTS derived from the State Forests and Chases.

Actual receipts—			Marks	pf.	£
1881-82	..	..	4,142,206	21	= 207,110
1882-83	..	..	4,350,279	80	217,613
Estimated receipts—					
1884-85	..	..	4,198,332	75	209,916
1885-87	..	..	4,731,743	00	236,587

It is calculated that the State forests of Würtemberg represent a capital worth between 170,000,000 marks and 200,000,000 marks.

Of these there are altogether six. They used in former times to be a source of profit to the State, but of late they have been yielding less and less. Thus the net receipts from mines and founderies in 1882-83 only

Mines and founderies.

amounted to 75,000 marks (3,750*l.*). The estimated revenue for the three years 1884-87 is put down at 100,000 marks (5,000*l.*). The worth of the stock of these mines is valued officially at about 3,750,000 marks.

Salt works.

There are but four. Over 1,250,000 centners of mineral salt have been of late years produced. In 1868, after the abolition of the salt monopoly, the net revenue derived from the different salt works only amounted to some 300,000 marks.

The following figures show what improvement has taken place in the net receipts from 1876 down to the present time:—

REVENUE derived by the State from Salt Works in
Württemberg.

			Marks.	£
1876-77	..	..	565,160	= 28,258
1877-78	..	..	637,492	31,874
1879-80	..	..	865,000	43,250
1880-81	..	..	865,000	43,250
1881-82	..	..	865,000	43,250
1882-83	..	..	850,000	42,500

The estimated revenue for the three years 1884-87 is put down in the Budget at 700,000 marks (35,000*l.*) per year.

The stock of these salt works is calculated to be worth about 3,000,000 marks.

Mint.

Although the gain derived by the State from the Mint was in former years considerable, since 1877 it has completely lost its value, and, at the present time, the Mint is only used for the coining of medals and for the restoration of gold and silver parting, which is required for the precious metal industry.

The net revenue from the Mint amounted in 1881-82 to 6,622 marks 33 pf., and for 1884-87 the Minister of Finance only calculates upon a yearly revenue of 2,500 marks.

Establishment
at Weissenau.

This establishment, which was bought by the Government in 1851, is used for bleaching purposes, but has never yet proved to be a source of revenue. Certain sums of money have been spent from time to time with the object of improving the place, but although, between 1865 and 1874, the yields averaged from 4,000 marks to 32,000 marks, they have been gradually getting worse. The actual receipts in 1882-83 were only

5,471 marks 44 pf. (273*l.*), and the estimated receipts for 1885-87 amount to still less, viz., 3,000 marks (150*l.*). The Government have on several occasions endeavoured to sell the establishment, but hitherto without any success.

In his explanatory statement to the Chambers, the Minister of Finance, after comparing the different items of the estimated revenue and expenditure for the financial period 1885-87. with those of 1884-85 and previous years, sums up by saying that "Owing to the steady increase of late years in the yields derived from various State properties such as forests, chases, and storage of wood, as well as the slow, but steadily increasing railway returns, and the larger receipts now obtained from the income tax, the present financial condition of Württemberg may be pronounced as satisfactory."

Summing-up of the Minister of Finance in his explanatory statement on the Budget for 1885-87.

State Railways.

The length of the permanent way open for traffic on the State railways in Württemberg was, on the 31st March, 1884, 1,543·58 kilom., showing a slight increase of 3 kilom. as compared with the length of the railways at the end of March 1882. The small Freudenstadt-Schiltach line, measuring some 24 kilom., and which is in the course of construction, will, it is expected, be finished and opened for traffic some time between this year and next; in this case the total length of State railways would then amount to some 1,567 kilom. Of the present lines 74·66 kilom. are situated in the Grand Duchy of Baden, 8·08 kilom. in Bavaria, 59·61 kilom. in Prussia, and 1,401·23 kilom. in Württemberg.

Length of lines.

The extent of railway lines situated in Württemberg territory is as follows:—

			Kilom.	Of which are Double Track : Kilom.
In the Neckarkreis	..	..	344·68	79·71
„ Schwarzwaldkreis	..	..	346·11	10·77
„ Yagstkreis	..	..	322·06	6·69
„ Donaukreis	..	..	388·38	69·40
Together	..	..	1,401·23	166·57

Number of
stations and
servants.

The total number of stations, of all sorts, under Württemberg administration, amounted in 1884 to 302, and the number of servants and various kinds of employes to 8,133. These numbers show a slight increase over former years.

Rolling stock.

The rolling stock of the State railways in 1884 consisted of 331 locomotives, together with 298 tenders, 798 passenger carriages to seat 36,818 persons, and 5,147 goods trucks meant to carry 48,951 tons.

Their cost of
maintenance.

The total cost of the rolling stock is calculated at 40,255,247 marks (2,012,762*l.*), and is composed as follows:—

			Marks.
For locomotives and tenders	..	..	17,389,420
For passenger carriages	..	..	5,828,846
For goods trucks	..	..	17,036,981
Total	..	..	40,255,247

Accidents.

The list of accidents for 1883-84 amounts to 90 in all, showing an increase of 10 as compared with 1882-83. Of this number only 3 passengers were killed and 7 wounded; 17 railway officials were killed, the rest were wounded, giving an average per 1,000,000 passengers of 0.26 killed and 0.62 injured.

Traffic of
passengers.

The total number of passengers conveyed during the years 1882-83 and 1883-84 consisted of:—

		1882-83.	Per cent.	1883-84.	Per cent.
		Persons.		Persons.	
Internal traffic	..	9,809,414	94.42	10,789,961	94.86
Outward	..	527,763	5.07	534,247	4.70
Through	..	51,764	0.56	49,596	0.44
Total	..	10,388,941	..	11,373,804	..

				Per cent.
Of these, in 1882-83, there travelled—				
1st class	..	..	..	11.66
2nd "	..	..	..	19.04
3rd "	..	..	..	29.70
In composite carriages	..	..	..	26.63
In 1883-84—				
1st class	..	..	..	11.40
2nd "	..	..	..	15.60
3rd "	..	..	..	31.57
In composite carriages	..	..	..	26.63

The following Table shows the total amount of goods traffic for the years 1882-84:—

		1882-83.	Per cent.	1883-84.	Per cent.
		Tons.		Tons.	
Internal traffic	..	1,046,376	34·3	1,211,368	36·6
Outward	„	1,108,875	36·3	1,165,165	35·2
Through	„	410,440	13·4	384,768	11·6

In 1882-83 the traffic in cattle amounted to 139,163 tons; in coal, to 545,912 tons; and in boats running in connection with the railways, to 1,744 tons.

In 1883-84 the traffic in cattle amounted to 135,099 tons; in coal, to 606,349 tons; and in boats running in connection with the railways, to 1,490 tons.

The following Table gives the receipts derived from passengers and luggage for the three years 1881-84:—

		Receipts from Passengers.		Receipts from Freight.	
		Marks.	Per kilom.	Marks.	Per kilom.
			Marks.		Marks.
1881-82	..	9,823,224	6,406	15,862,152	10,845
882-83	..	9,302,656	6,056	16,502,783	10,743
1883-84	..	9,371,923	6,101	17,364,476	11,304

After deducting certain items from the gross receipts and expenses, the net expenditure for the year 1883-84 amounted to as follows:—

			Marks	pf.
Net gross receipts	..	..	29,061,823	75
Net working expenses	..	..	15,421,802	74
Net surplus	..	..	13,640,021	01

The expenses of administration can thus be calculated at 51·12 per cent. of the receipts, as compared with 53·7 per cent. in the year 1882-83, and 53·2 per cent. in 1881-82. The net receipts represent 3·07 per cent. of the gross capital, as compared to 2·79 per cent. in the year 1882-83, and 2·86 per cent. in 1881-82.

Steam-boats
on Lake
Constance.

Formerly these steamers were in the hands of a Joint Stock Company, but since 1854 the business is worked by the State.

The working stock consists of 7 steamers, 4 iron towing-boats, and 1 iron Trajikt Kahn. 155,846 persons were carried in 1884, as against 147,602 in the previous year. The overweight of luggage in 1884 amounted to 188,620 kilog., as against 186,355 kilog. of the previous year.

The net receipts for the year 1884 amounted to 51,141 marks (2,557l.).

Post and Telegraphs.

Number of
post-offices.

The total number of postal establishments in Württemberg on the 31st March, 1884, amounted to 537, or three more than in the previous year; this number was composed as follows:—

			1884.	1883.
Post-offices	..	..	364	363
Postal agencies	..	..	162	160
Branch offices	..	..	10	10
Delivery office	..	..	1	1
Total	..	..	537	534

Area of postal
establish-
ments.

A postal establishment serves on the average 36,320 square kilom., and 3,671 inhabitants.

Places for the
sale of postage
stamps, and
number of
letter boxes.

The number of places selling postage stamps on the 31st March, 1884, was 958, or 62 more than in 1883. Of the number of letter-boxes, 1,092 were placed in post towns, and 1,972 in country places, or in all, 3,064, an increase of 23 over the previous year. Besides these there must be taken into account the 68 letter-boxes in mail trains, and 518 in rural post carts.

Number of
employés.

The total number of post-office employés in 1884 amounted to 4,260, and of telegraph employés to 1,449, or in all, 5,709.

Letters.

The number of letters posted in Württemberg during the year 1884 amounted to 39,718,440, and the number of those received for addresses in the country to 40,671,432, which gives an average of a little over 20 per head of the population.

The total number of newspapers, both sent and delivered during 1884, is put down at 30,216,417 copies, or at the rate of a little over 15 per head of the population. Newspapers.

The total number of parcels, money, and different valuables which were dispatched in the country during the year 1884 amounted to 5,036,580, and the number of the same articles received for addresses in Würtemberg amounted to 4,496,292, or showing an average of 2·300 pieces per head of population. Parcels.

The total value of post-office orders paid in and out of Würtemberg during the year 1884, amounted to 246,000,000 marks, giving an average of 66 marks 71 pf. per head of population. Post-office orders.

The total number of State telegraph offices in 1884 amounted to 414. This number was composed as follows:— Number of telegraph offices.

In Würtemberg territory ..	..	..	389
In the State of Baden ..	..	..	15
In Hohenzollern...	..	..	8
In Bavaria ..	..	..	2

This gives on an average 1 telegraph office to every 47·224 square kilom., and to every 4,773 inhabitants. Area of telegraph offices.

The length of the telegraph lines had increased from 2,749 kilom. on the 31st December, 1881, to 2,774 kilom. on the 31st March, 1884. Length of lines.

The total number of telegrams of every description received, sent, or transmitted during the year 1884, was 2,030,125, or 49,120 more than in the previous year. Number of telegrams.

The communications by telephone only date from the year 1881; but the total number of telephones working in the Kingdom of Würtemberg on the 31st March, 1884, is given at a little over 200, with a length of wire 242·9 kilom. Telephones.

The gross results of the State posts and telegraphs for the year 1884 are as follows:— Receipts and expenditure.

			Marks	pf.
Gross receipts ..	..	..	6,388,627	04
Gross expenditure ..	..	..	4,959,141	13
Surplus ..	..	..	1,429,485	91

This surplus, with a few other items accruing to it, amounted actually to 1,441,385 marks. After deducting Net receipts

a 4 per cent. interest on the original and working capital, the net receipts for the year amounted to the sum of 1,102,021 marks 59 pf. (55,101*l.*).

The expenses of administration amounted to 77·62 per cent. of the receipts, which can be calculated at the rate of 3 marks 24 pf. per head of the population; the expenditure on the same can be calculated at the rate of 2 marks 52 pf. per head of population.

Direct taxes.

The larger portion of the direct taxes is the produce of the land tax. The net receipts derived therefrom for the years 1881-82 and 1882-83 were 8,752,378 marks 47 pf. (437,618*l.*) and 8,803,738 marks 5 pf. (440,186*l.*) respectively.

The tax on incomes produced for the same years the net total of 4,465,689 marks 40 pf. (223,284*l.*) and 4,585,342 marks (229,267*l.*) respectively.

Indirect taxes.

The most important indirect tax is that imposed on the various drinks. This tax alone, in 1881-82, produced a net revenue of 9,166,203 marks 26 pf. (458,310*l.*), and in 1882-83 the sum of 8,795,515 marks 61 pf. (439,775*l.*).

Tax on wine and cider.

The assessment on wine and cider at 11 per cent. of the net proceeds in the retail of liquor yielded in the years:—

				Marks	pf.
1881-82	..	..	..	1,988,134	78
1882-83	..	..	..	1,882,859	93
1883-84	..	..	..	1,896,822	05
Total				5,767,816	76
On an average				1,922,605	59

Malt tax.

The duty on malt, at the rate of 5 marks per centner, yielded in the years:—

Years.				Malt used for Brewing.	Malt used for the preparation of Brandy.
				Marks pf.	Marks pf.
1881-82	..	..	..	7,629,975 43	33,675 35
1882-83	..	..	..	7,226,685 48	25,867 70
1883-84	..	..	..	7,323,768 78	29,912 76
Total				22,180,429 69	89,455 81
On an average ..				7,393,476 56	29,818 60

The following statistics published by the "Stuttgart Handels- und Gewerbe-Kammer," are interesting as showing the average consumption of beer, in litres, per head of population in various countries. These statistics are calculated for the year 1883-84:—

	Litres per head.			
Bavaria	250
Württemberg	187
Baden	73
Alsace-Lorraine	54
The whole Zollgebiet	89
Belgium	154
Great Britain	124
North America	52
Netherlands	40
Switzerland	36
Austria-Hungary	23
France	24

Average consumption of beer, in litres, per head of population, in different countries.

The total consumption of beer for 1883-84 in the German Empire amounted to 39,901,149 hectol., or on the average of 87·8 litres per head of the population. During the same year it is calculated that there were in Germany (excepting in Bavaria, Württemberg, Baden, and Alsace-Lorraine) 9,625 industrial, and 1,078 non-industrial breweries carrying on the trade; in all, therefore, 10,703 breweries. The joint total production of these breweries amounted to 23,391,919 hectol., and the gross revenue derived from the malt tax, &c., thereon, amounted to over 20,000,000 marks, or at the rate of 59 pfennige per head of population.

Breweries in Germany.

In 1884 there were—

	Breweries.		
In Bavaria	5,422
Württemberg	2,507
Alsace-Lorraine	207

Number of breweries in 1884 in Bavaria, Württemberg, and Alsace-Lorraine.

Besides the 2,507 industrial breweries in Württemberg mentioned above, there were 5,275 private ones; the two together producing the round total of 3,041,857 hectol.

The total number of licensed public-houses in Württemberg is put down at 17,300, which pay an octroi of 18,000,000 marks. Thus the present average is one public-house for 110·2 inhabitants. In 1870 it was one for 150·8, and in the years 1854-59, one for 181·2. The increasing number of inns, &c., only show what an important part they play in the country life of the Württemberg people.

Present state
and prospect
of the beer
trade in
Württemberg.

The brewing trade in 1884, in spite of a good many complaints of a falling-off in the market, may be said to remain stationary. The large breweries, from a sufficient outlay of capital and good management, have succeeded in making handsome profits; but not so the middle-sized and smaller breweries, which have suffered considerably from the scarcity of barley of the previous year, and the keenness of foreign competition.

From recent statistics it is calculated that the number of industrial breweries during the past few years has diminished by forty-three, but owing to a good hop and barley harvest, a revival in the trade is expected.

The selling price of beer in 1884 was the same as in former years; if anything at all, there may have been a falling-off in the price of 50 pfennige per hectol. The increased demand by the public for wine and cider, of which large quantities are drunk in the summer, as well as the fact that the present price of beer continues to be high, and that it can hardly be diminished owing to the high duty on barley, which in many cases is imported by brewers from Austria, has had much to do in bringing the brewing trade to its present state. Hops are cheap, but the tax on malt is much complained of.

A large joint stock brewing Company was obliged to import from Hungary 150 waggons of barley required for their trade, at a very high price, which caused them to spend 35,000 marks more on their business during 1883-84 than in the previous year.

Number of
distilleries in
Württemberg.

In the year 1871 there were 13,178 distilleries (or on the average 1 per 137·2 inhabitants) carrying on the brandy and liquor traffic in Württemberg. In those times brandy was not much in request, and the business was looked upon as an inferior one, and generally carried on conjointly with some other. But since then the demand for spirits has considerably increased, and from quite recent statistics, it is calculated that there are over 14,000 distilleries actively employed at the present moment. This number may be divided into four groups: the first, consisting of some 4,000 distilleries, merely fabricate for their own household use; the second, numbering likewise some 4,000, fabricate on an average up to 50 litres yearly beyond what they require for their own use; the third, consisting of the same number, distill up to 500 litres yearly; and the last

group, making up the remainder, viz., 2,000, produce over 5 hectol.

The net receipts derived by the Government from the tax on the petty sale of spirits were as follows:—

For the year—				Marks	pf.
1881-82	..	..	..	292,564	72
1882-83	..	..	..	309,141	97
1883-84	..	..	..	319,705	40
Together				921,412	09
Or average				307,137	36

At a recent general meeting held by the Stuttgart Innkeepers' Association, several interesting speeches were made by some leading authorities on the subject, tending to prove that if the spirit monopoly measure became law, all the four groups forming part of the 14,000 distilleries in Würtemberg, as specified above, would be severe sufferers.

Different meetings held in Stuttgart on the spirit monopoly measure.

The "Gesamt Kollegium der Central Stelle für die Landwirthschaft," however, in a meeting held on the 13th January, voted in favour of the measure, and in a recent sitting it was acknowledged that the Project of Law made due allowance for the interests of the various small distilleries throughout the country.

The total number of small vendors of liquor had reached, in 1881, the respectable figure of 17,157, and it may be said that, perhaps, with the exception of Alsace-Lorraine, Würtemberg possesses the greatest number of small distilleries in the German Empire. In spite of this, South Germany consumes less brandy per head than North Germany.

The yearly consumption of spirits in Germany amounts, on an average, per head of population, to 8 litres of clear alcohol, or 18 litres of drinking alcohol, making 18 litres per inhabitant at 45 pfennige. In Würtemberg the yearly consumption of spirits per head of population is less high, being estimated at 5 litres only. In Bavaria the yearly average is a little over 3 litres, and in Baden, 6 litres per head of population.

Average yearly percentage of consumption of spirits in Germany per head of population.

The total number of distilleries working in the German Empire (excepting Bavaria, Würtemberg, and Baden) amounted in 1883-84 to 32,518. Of this number 26,614 were in the country, and 3,904 in the different towns.

Number of distilleries in German Empire, and the amount derived from the tax on spirits.

The gross yields of the produce therefrom amounted in that year to 63,395,383 marks, but after deducting certain expenses, the net yield was 48,911,372 marks (2,445,568*l.*), or at the rate of 1.35 marks per head of population.

Consumption
of spirits in
Germany.

In a recent interesting article on the "Branntwein Monopol" question, the "Frankfurter Zeitung" gives the following figures (roughly calculated) as representing the entire consumption of spirits in Germany at the present time:—

			Hectolitres.
For North Germany..	..	..	3,500,000
Bavaria ..	..	..	175,000
Wurtemberg ..	..	..	50,000
Baden ..	..	..	100,000
Total ..	..	..	3,825,000

Schnapps.

By this word is meant corn-brandy and ardent spirits distilled from potatoes, rye, and other alcoholic yielding substances. A very large quantity of schnapps is annually consumed throughout Germany, and in Wurtemberg it is certainly on the increase. In Alsace-Lorraine it has made rapid strides, and whereas formerly the labouring man contented himself with the light wines of the country, he now almost entirely resorts to schnapps.

*Notes on the Census taken in December 1885 in
Wurtemberg.*

Total popula-
tion of
Wurtemberg
on Decem-
ber 1, 1885.

The entire population has increased from 1,971,118 inhabitants in 1880, to 1,994,849 in 1885, showing an increase of 23,731 souls in favour of the latter year, which gives a gain of 1.20 per cent., or an annual average increase of 4,746. Of this number 960,818 were males (48.16 per cent.) and 1,034,031 females (51.84 per cent.).

This increase is by far the smallest which has ever been noticed since the census period of 1850-55. During the five years 1875-80 there was an annual average increase of as much as 18,000, or four times the present rate; and in the period 1871-75 the average yearly increase was 15,740, or more than treble the present one.

The excess of births over deaths for the following three years was as follows :—

Excess of
births over
deaths.

In 1881	..	..	..	..	22,416
1882	..	..	..	..	21,885
1883	..	..	..	..	21,859

Whereas the excess of females over males in 1880 amounted to 67,918, in 1885 it had increased to 73,213.

Excess of
females over
males.

The number of emigrants in the years

Emigration.

1881 amounted to	..	..	..	11,470
1882	..	..	..	9,927
1883	..	..	..	9,792
1884	..	..	..	7,797

It is calculated that there will have been some 50,000 emigrants in all during the period 1881-85. This is a considerable increase over former years, but it must not be forgotten that emigration had very greatly declined throughout Germany between 1873 and 1877, and that the present increase is not so very remarkable in comparison with the periods before those years.

The following is a list of the numbers of all the emigrants from Germany during the year 1884 :—

Prussia	..	..	..	93,622
Bavaria	..	..	..	14,856
Saxony	..	..	..	4,636
Wurtemberg	..	..	..	7,797
Baden	..	..	..	4,381
Hessen	..	..	..	3,175
Mecklenburg	..	..	..	4,662
Oldenburg	..	..	..	1,958
Remaining German States	..	..	..	8,499
Total	..	..	..	143,586

Of the four provinces, viz., Yagst, Neckar, Black Forest, and Danube notable increases are observable in all except in the Yagstkreis, which latter one has diminished by 2,690 inhabitants. The largest increase, viz., 16,711, is in the Neckar circle.

Districts in
Wurtemberg.

There has been an increase of 19,615 inhabitants in the eleven towns numbering more than 10,000 souls at the last census.

Towns.

The following list shows the present population of all those towns :—

				Inhabitants.
Stuttgart ..	..	..	..	125,510
Ulm ..	..	..	..	33,630
Heilbronn ..	..	..	..	27,751
Esslingen ..	..	..	..	20,839
Cannstadt ..	..	..	..	18,021
Reutlingen ..	..	..	..	17,228
Ludwigsburg ..	..	..	..	16,474
Gmünd ..	..	..	..	15,302
Tübingen ..	..	..	..	12,545
Göppingen ..	..	..	..	12,142
Ravensburg ..	..	..	..	11,475

Stuttgart.

The total population of Stuttgart (including the suburbs Berg, Heslach, and Weiler Gablenberg) had increased from 117,303 in December 1880, to 125,510 on the 1st December, 1885. This gives an increase of 8,364 souls (or 7·13 per cent.) as compared with the former census period. Of the sum total 59,906 were males and 65,604 females.

**Number of
births, mar-
riages, and
deaths in the
capital.**

During the calendar year 1885 there were altogether 3,891 births as against 3,913 in 1884. Of marriages there were 903 as against 779, and of deaths 2,843 against 2,951.

Amongst the legitimate births 1,608 were of the male sex, and 1,635 of the female sex.

Amongst the illegitimate births 341 were of male, and 307 of female sex.

Amongst the deaths 1,498 were of the male and 1,345 of the female sex.

Of the 900 couples in Stuttgart who contracted marriage,

- 674 were of the Evangelical creed.
- 48 were of the Catholic creed.
- 172 were of mixed creed.
- 9 were Jews.

(Signed) A. G. VANSITTART.

Stuttgart, February 20, 1886.

COMMERCIAL. No. 19 (1886).

(TRADE REPORTS.)

REPORTS

BY

HER MAJESTY'S SECRETARIES

OF

EMBASSY AND LEGATION

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THE

COUNTRIES IN WHICH THEY RESIDE.

PART II.

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WEIGHTS AND MEASURES.

THE METRICAL SYSTEM.

(In force in Austria-Hungary, Belgium, France, Italy, Netherlands,
Portugal, Spain, Switzerland.)

Metre..	..	.. equal to	1.094 yards.
Kilometre	..	.. "	0.621 mile.
8 kilometres	..	.. "	5 miles nearly ⁽¹⁾ .
Kilogramme	..	.. equal to	2.205 lbs
Quintal (100 kilog.)	..	.. "	2 cwt. nearly ⁽²⁾ .
Square kilometre	..	.. equal to	0.386 square mile.
Hectare	..	.. "	2½ acres nearly ⁽³⁾ .
Cubic metre	..	.. equal to	1.308 cubic yards.
13 cubic metres..	..	.. "	17 "
Litre ..	..	.. equal to	0.88 quart.
Hectolitre	..	.. "	22 gallons.

The metrical system is also in force, to a greater or less extent, in most of the South American States.

China.

1 catty	..	.. equal to	1½ lb.
1 picul	..	.. "	1 cwt. 21½ lbs.

Denmark.

Tönde of land	..	.. equal to	about 1½ acres.
" corn	..	.. "	3.8 bushels.
" coal	..	.. "	4.6775 "
Pund ..	..	.. "	1.102 lbs.

Germany.

Centner equal to	about 110½ lbs. ⁽⁴⁾
---------	----	-------------	--------------------------------

Greece.

Oke ..	..	.. equal to	about 2½ lbs. ⁽⁵⁾
Quintal	..	.. "	128 lbs.

Russia.

Food ..	..	.. equal to	86 lbs.
Chetwert	..	.. "	5½ bushels.
Verst ..	..	.. "	about ½ of a mile.

Sweden.

Skålpund	..	.. equal to	1 lb., nearly ⁽⁶⁾ .
Kanna..	..	.. "	½ gallon, nearly ⁽⁷⁾ .

Turkey.

Oke ..	..	.. equal to	about 2½ lbs. ⁽⁸⁾
Quintal	..	.. "	128 lbs.

- (1) 4 miles 1,709 yards.
 (2) 1 cwt. 3 qrs. 24½ lbs.
 (3) 2 acres 1 rood 35½ poles.
 (4) 110.232 lbs.

- (5) 2.84 lbs.
 (6) 0.937 lb.
 (7) 4.608 pints.
 (8) 2.8286 lbs.

MONEY.

			£	s.	d.
<i>Austria-Hungary</i>	..	100 kreutzers = 1 florin = nearly	0	1	8
<i>Belgium,</i>	}	.. 100 centimes = 1 franc. 25 francs			
<i>France,</i>		22·128 centimes .. =	1	0	0
<i>Switzerland,</i>	}	..			
<i>Brasil</i>		.. .. Milreis =	0	2	8
<i>Portugal</i>	..	.. .. Milreis =	0	4	6
<i>China</i>	..	.. 10 mace = 1 tael =	0	5	10
<i>Germany</i>	..	.. 100 pfennige = 1 reichsmark =	0	1	0
<i>Greece</i>	..	.. 100 lepta = 1 drachma. 28 drachmai =	1	0	0
<i>Italy</i>	..	.. 100 centesimi = 1 lira. 25 lire =	1	0	0
<i>Japan</i>	..	.. 100 sen = 1 yen =	0	4	2
<i>Netherlands</i>	..	.. 100 cents = 1 guilder =	0	1	8
<i>Russia</i>	..	.. 1 silver rouble =	0	2	1
		1 gold rouble =	0	3	2
<i>Spain</i>	..	100 centimes = 1 peseta. 25 pesetas =	1	0	0
		1 real = 25 centimes.			
<i>Sweden,</i>	}	.. 100 öre = 1 krona. 18 kronor =	1	0	0
<i>Norway,</i>		..			
<i>Denmark,</i>	}	.. 40 paras = 1 piastre			
<i>Turkey</i>		100 piastres = 1½ Turkish =	0	18	0
<i>United States</i>	..	.. 100 cents = 1 dollar =	0	4	2

New Turkish Metric System from the 1st March, 1882.

The *archine* equals in length 1 mètre. The *archine* is divided into 10 *parmaks* (pouces); the *parmak* into 10 *khats* (lignes); and the *khat* into 10 *noktas* (points).

The *mille* is 1,000 *archines* in length; the *pharsagh* (10 milles) or 10,000 *archines*; a *pharsagh* comprises a journey of about two hours.

The new *dennum* represents a square piece of land comprising 10 *archines* each way, or 100 square *archines*. The *djérib* 100 *archines* each way, or 10,000 square *archines*.

The *eultchek* is a new measure of capacity, a *parmak* in length, width, and depth.

The new *kilé* contains 10 *eultcheks*; the *eultchek* 10 *kontons* (boites); and the *konton* 10 *zarfs*.

The new *oke* is divided into 1,000 *drames*; the *drame* into 10 *denks*; the *denk* into 10 *boughdais*; the *boughdai* into 10 *habbés* (grain).

The new *batman* contains 10 *okes*; the *kantar* 10 *batmans*; and the *tchéki* 10 *kuntars*.

No. 1.

Germany.

*Report by Mr. Scott on the Budget of the German Empire
for 1886-87.*

PART I.

THE Budget for the current year, which commenced Introductory.
on the 1st April, as fixed by a Law of the 8th March,
1886, balances at 696,615,509 marks. As shown in the
annexed Table, the expenditure is divided into—

				Marks.
Ordinary	..	..	..	621,150,433
Extraordinary	..	..	..	75,465,076
Total	..	..	..	696,615,509

or 79,684,837 marks in excess of that of the previous Budget.

The Army Vote is increased by nearly 12 millions. Army.

The Navy Vote by nearly $4\frac{1}{2}$ millions, and the Vote Navy.
for the Treasury, by 58 millions of marks.

The necessary revenue to meet this expenditure is raised, as shown in Table 2.

The revenue derived from duties and taxes collected Revenue.
on account of the Empire shows an increase of 44,617,430
marks over the yield of 1885-86.

The Customs alone are expected to yield an addi- Customs.
tional revenue of nearly 46 millions of marks; the
tobacco and beetroot taxes, on the other hand, exhibit
an estimated falling-off, the former to the extent of
3 millions, and the latter of 1 million, marks. An
increased revenue is estimated from the taxes on salt,
spirit, and malt.

The stamp duties, which, since the 1st October, Stamp duties.
1885, include a tax on commercial transactions on the

Exchange, are expected to yield 10 million marks more than in 1885-86.

To cover extraordinary expenditure in the current year on account of the Army, Navy, and Railway Services, the Chancellor of the Empire is empowered, by a Law dated the 8th March, 1886, to issue Treasury bonds to the amount of 28,738,556 marks, which sum is placed to the credit of the Budget under the item 10, "Extraordinary Revenue."

The sum remaining to be contributed by the Federal States to the revenue of the Empire under the head of "Matricular Contributions," is, for the present year, 138,443,060 marks, or 16,400,000 marks in excess of the contributions required by the expenditure of 1885-86.

Spirit
monopoly.

The efforts of the Imperial Executive to make the Imperial Budget eventually independent of these contributions in aid from the Federal States, by introducing a Government monopoly of spirits, and increasing the tax on beetroots used in the manufacture of sugar, failed owing to the rejection by the Reichstag of the Bills submitted to it with this object. New Bills have, however, been prepared and just tabled in the Reichstag—one for the readjustment and increase of the tax on spirits, and the other for a small increase in the tax on beetroots, and a decrease of the rates of export bounty at present allowed to sugar manufactured from them.

If accepted by the Legislature the result of these Bills will sensibly increase the independent revenue of the Empire, although not to the extent contemplated by the framers of the original Bills.

(Signed)

CHARLES S. SCOTT.

Berlin, May 20, 1886.

(Table No. 1.)—EXPENDITURE of Empire: Budget, 1886-87, compared with Budget, 1885-86.

	Budget, 1886-87.			Budget, 1885-86.		
	Ordinary.	Extraordinary.	Total.	Ordinary.	Extraordinary.	Total.
	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.
1. Reichstag	379,670	..	379,670	409,670	..	409,670
2. Imperial Chancellor and Office	141,360	11,000	152,360	141,360	..	141,360
3. Foreign Office	7,377,535	615,000	7,992,535	7,143,075	385,950	7,529,025
4. Home Office	7,753,025	2,590,000	10,343,035	8,171,021	1,485,700	9,656,621
5. Posts and Telegraphs .. .. .	..	4,508,815	4,508,815	..	4,520,372	4,520,372
6. Printing Office .. .. .	..	360,000	360,000	..	100,000	100,000
7. War Office	343,036,713	41,511,588	384,548,301	340,672,513	32,143,358	372,815,871
8. Admiralty	37,101,185	9,701,900	46,803,085	33,080,594	9,259,400	42,339,994
9. Ministry of Justice	1,887,178	..	1,887,178	1,850,428	..	1,850,428
10. Imperial Treasury	155,534,666	7,500,000	162,834,666	100,651,222	4,300,000	104,951,222
11. Railways	297,165	3,294,460	3,591,625	310,365	3,800,000	4,110,365
12. Debt of Empire	18,302,500	..	18,302,500	17,102,500	..	17,102,500
13. Exchequer	529,773	..	529,773	529,773	..	529,773
14. Pension Fund	21,850,075	..	21,850,075	21,407,647	..	21,407,647
15. Invalid Fund	26,961,588	..	26,961,588	27,725,505	..	27,725,505
16. Defect of Budget, 1883-84 .. .. .	..	5,570,303	5,570,303	..	1,740,319	1,740,319
Total	621,152,433	75,463,076	696,615,509	534,195,673	57,634,999	616,930,672

(Table No. 2.)—REVENUE of Empire: Budget, 1886-87, compared with Budget, 1885-86.

Items of Revenue.		Budget, 1886-87.		Budget, 1885-86.	
		Marks.	Marks.	Marks.	Marks.
1. Duties and taxes—					
(a.) Zollverein—					
Common to all States—					
(1.) Customs ..	..	245,720,000		199,820,000	
(2.) Tobacco ..	..	7,656,000		10,873,300	
(3.) Beetroot (sugar) ..	..	37,286,480		38,263,000	
(4.) Salt ..	..	38,306,000		37,777,000	
Not common—					
(5.) Spirits ..	..	37,224,450		36,527,000	
(6.) Malt ..	..	17,213,570		16,392,200	
(b.) From territories outside the Zollverein—					
Common to all States ..	..	6,700,150		6,108,790	
Not common ..	..	1,000,020		1,422,950	
2. Stamp duties ..	..	..	391,601,670	..	316,984,240
3. Posts and Telegraphs—					
Gross receipts ..	..	180,291,220		170,225,800	
Working expenses ..	..	151,728,214		143,261,806	
4. Printing Office ..	..	..	28,363,006	..	26,963,994
5. Railways—					
Gross receipts ..	..	..	1,065,690	..	1,060,690
Working expenses ..	..	47,391,700		46,443,700	
6. Banks ..	..	29,544,300		29,370,400	
7. Sundry administrative receipts ..	..	..	17,847,400	..	17,073,300
8. Invalid Fund ..	..	..	2,447,500	..	2,605,000
9. Interest on capital ..	..	..	7,748,879	..	7,174,138
10. Extraordinary revenue ..	..	..	26,961,888	..	27,725,505
11. Federal contributions ..	..	..	1,580,000	..	1,800,000
	..	..	49,969,716	..	38,095,513
	..	..	138,443,060	..	132,041,792
Total ..	..	..	696,615,509	..	611,930,672

Supplementary Report by Mr. Scott on the Budget of the German Empire.

THE Colonial expenditure of the German Empire does not form an independent item in the Annual Budget, but is included in the Vote taken for the Foreign Office. Colonial expenditure.

The comparative smallness of the amount which the Empire is called upon to contribute to the support of its Colonial enterprise will account for my having omitted to include it in the brief mention of the principal items of revenue and expenditure in the Budget.

As reported in my despatch to Earl Gránville of the 7th March, 1885, the Colonial Vote first appeared in the Supplementary Estimates for the Foreign Office presented on the 2nd March. It was for 248,000 marks, or 12,400*l.*, of which sum, as explained by the Imperial Government, 152,000 marks, or 7,600*l.*, formed an instalment of a special charge for the erection of Government buildings in the Cameroons, Togo, and South-west African Protectorates, and the remaining 96,000 marks would eventually be a permanent charge in the Annual Budget for the salaries of the Governors, Commissioners, and Secretaries in the same Protectorates.

The other Protectorates recently established by the Empire would, it was at the same time explained, not entail any financial charge on the Empire, as the costs of administration would be defrayed by the Companies to which Imperial Charters had been given.

In the Budget for the current year the Vote of 248,000 marks has been increased to 300,000 marks, or 15,000*l.*, and appears as an item of extraordinary expenditure.

This increase is explained by an anticipated excess of the original estimate for the cost of providing Government buildings and a police force for the three Protectorates in question.

In indirect connection with the Colonial policy of Germany may be mentioned an item of 150,000 marks

in the Foreign Office Vote for subventions to scientific enterprises, with the object of opening up Central Africa and other territories.

This item appeared formerly at the same amount in the Vote taken for the Home Office, but has been now transferred to the Foreign Office Vote.

(Signed)

CHARLES S. SCOTT.

June 7, 1886.

No. 2.

Italy.

*Report by Mr. J. G. Kennedy on the Finances of Italy,
with special reference to the Budgets of 1884-85 and
1885-86.*

THE finances of Italy, which have formed the subject of much recent discussion in the Italian Parliament and press, may be said to be in a state of transition. Compared with the year 1866 the improvement is enormous, but the Budgets since the year 1882 are less favourable than that of 1881 or of the preceding five years, when excess of revenue was the rule. The Finance Minister, in his two recent remarkable speeches, admits inevitable deficits for the present and for the next two years, and only promises a balance of expenditure and revenue for the financial year commencing July 1888 on condition that his proposed taxes are voted without essential modification, and that the public expenditure be strictly confined within prescribed limits, i.e., the increase in ordinary expenditure not to exceed 17,000,000 lire, and the entire extraordinary expenditure not to exceed 89,000,000 lire.

Italian
finances in a
transition
state.

Deficits
probable
for next two
years.

In order to understand the present position of Italian finance, it is necessary to go back to the years of plenty, 1880-81-82, showing surpluses respectively of 23,000,000, 51,000,000, and 23,000,000 lire.

Recent history
of Italian
finance.

Towards the close of 1880 the abolition of the grist tax was decreed. About the same time Parliament urged the construction of the roads, ports, lighthouses, bridges, &c., which had been provided for in the Railway Act of 1879, and called attention to the necessity of providing more fully for the national defences both by land and sea.

Expenditure
on public
works.

The Government accordingly prepared a plan by which all the necessary public works and measures of defence should be executed within twenty years without exceeding the limits of the regular Budgets. This

Authority to
issue bonds
granted to
Government.

period of twenty years, however, appeared too long for the Chamber of Deputies, which accordingly authorized the Finance Minister to issue bonds in anticipation of the sale of ecclesiastical properties to such amount as might be required to cover the deficit in any year caused by the above public works. The Finance Minister's calculations of the probable outlay necessary for the completion within ten years of the above works, public and military, including vessels of war and fortresses, having been approved, he was authorized, when necessary, to issue ecclesiastical bonds, not to exceed the amount of 133,000,000 lire (5,320,000*l.*), on the understanding that the bonds were to be applied solely to cover the expenses of these public works, and only in case of the insufficiency of the regular revenues.

During the financial years 1881-82-83, and during the first six months of 1884, the Minister was able to defray the extra expenses of these public works out of ordinary revenue, in spite of the extra 20,000,000 to 25,000,000 lire necessitated by the inundations and earthquakes of 1883-84.

Charges on
account of
public works
heaviest
during
1884-85,
1885-86.

But as the heaviest charges on account of these public works had been allotted to the years July 1884 to July 1886 (about 50,000,000 lire for each year), and as this period has been one of unforeseen expenses, owing to cholera, African expedition, &c., the Minister found himself obliged to announce the probable issue of bonds to the amount of 45,000,000 lire for the current year. After July 1886 these extraordinary expenses for public works will diminish to 20,000,000 and 15,000,000 lire annually, and the Minister expresses a hope of meeting these charges out of the ordinary Budget, and to restore the financial equilibrium during the year 1888-89.

Estimates for
1884-85
announce a
deficit, but
year closes
with a surplus.

The estimates for 1884-85 showed that whilst the resources of the ordinary Budget would contribute 8,000,000 lire towards the extinction of the redeemable debt, the extraordinary expenses voted by the Laws of 1881-82 would necessitate the creation of new debt to about 34,000,000 lire. Eventually, however, the definitive Budget showed, as will be hereafter explained, a small surplus.

Estimates for
1885-86
announce
deficit of more

On the other hand, the estimates for 1885-86 showed a deficit of over 50,000,000 lire, to which must be added the new shipping bounties and other charges, making a

total deficit of over 60,000,000 lire, or about 2,500,000%. Of this sum about 40,000,000 lire is for the extraordinary public works, whilst the remaining 20,000,000 lire of deficit are the consequence of the sudden increase to a similar amount of customs duties in the preceding year.

than 60
millions.

But this deficit of 20,000,000 lire will be reduced by the end of the financial year, when the definitive Budget must be announced. The Budgets for 1881, 1882, and 1883 showed an average increased revenue over estimates of 21,400,000 lire, so that a like excess may be reckoned for for the current year.

In addition to the above expenses we must take into consideration the influence on the Budget of the taxes recently remitted, amounting altogether to 59,000,000 lire, of which 28,500,000 lire are on land, and 30,500,000 lire on salt.

Remission of
taxation to
amount of
59 millions on
land and salt.

The Finance Minister, however, maintained that his future Budgets will support these remissions of taxation without disturbing the financial equilibrium, and he stated the situation during the transition period of four years to be as follows :—

For the year 1885-86 it will be necessary to have recourse to the extraordinary resources voted by Parliament in 1881-82.

Financial
situation
during
transition
period of
four years for
1885-86.

For 1886-87 it will also be necessary to issue bonds in order to cover the 15,000,000 lire of ultra extraordinary expenses, and also the deficit in the "movement of capital" for the extinction of debt.

For 1886-87..

For 1887-88 the revenues will cover not only the deficit in the "movement of capital," but also for more than 3,000,000 lire, the amount of the ultra extraordinary expenses reckoned at 12,000,000 lire.

For 1887-88.

For 1888-89 the excess from the ordinary revenues will cover all expenses, leaving a surplus of more than 3,000,000 lire.

For 1888-89.

After the above transition period the Minister foretells a succession of prosperous Budgets subject to the conditions previously mentioned.

To realize this prosperous condition the Finance Minister counts upon his ability to settle the questions of the pensions and military funds, and also to establish a sinking fund for the Consolidated Debt, into which he apparently proposes to absorb the Redeemable Debt.

Finance
Minister
proposes to
settle
questions of
pensions and
military funds.

Sinking fund
for Consols.

On this point the Minister stated that "by devoting to the gradual extinction of the whole of the Perpetual Debt a portion of the funds now inscribed in the Budget for the reimbursement of Redeemable Debt, a considerable sum would be obtained for the amortization of consols with great benefit to the State, which now derives no benefit from the irregular and unequal repayment of redeemable loans which do not affect the market, and of which the extinction is confused with the ordinary and accidental operations of the Treasury, and cannot exercise any direct action upon the economic conditions of the State."

Conversion of
Redeemable
Debt.

As regards the conversion of the Redeemable Debt, the Finance Minister observed that this should be undertaken "not with the view of balancing the Budget, but of raising the credit of the State; not with the object of postponing indefinitely the reduction of the Public Debt, but of providing for its gradual extinction by the foundation of a permanent and independent institution."

Respecting these proposals it would be premature to venture an opinion. The idea of the Minister would appear to be to convert the nature, not the interest, of the debt by absorbing the Redeemable into the Perpetual Debt, and by providing a sinking fund or other machinery for the reduction of the Consolidated Debt.

Figures of
Budgets.

But the statements of the Finance Minister cannot be followed with advantage without the figures of his Budgets giving the items of the heading of so-called effective revenues and expenditure, which includes expenses both ordinary and extraordinary, but which excludes the various important outlays recorded under the headings of "Movimento Capitale," "Partite di Giro," and "Costruzioni Ferrovie," referring to issue of "Rente," Government pensions, railway expenditure, &c., and which can be stated in a general Budget summary.

Effective
revenue and
expenditure.

General
summary.

The financial year in Italy is from 1st July to 30th June. This system was adopted on 1st July, 1884, so that there was an Extraordinary Budget for the first six months of that year. The three Budgets laid before the Chamber since the above date are:—

Three Budgets
before the
Chamber.

1. Estimates for financial year 1884-85.
2. Definite Budget for 1884-85.
3. Estimates for 1885-86.

The estimates for 1885-86 were as usual submitted to the Chamber as "bilancio preventivo," and discussed as "bilancio di assestamento," or revised estimates in March last. It was on this occasion that a serious attack was made on the financial policy of the Government, which, although defeated by a narrow majority, led to the dissolution of the Chamber.

The following Tables give the figures of the so-called real expenses and revenues, together with a general summary of the three Budgets. :—

COMPARATIVE Table of Revenue for 1884-85 and 1885-86.

Real ("Effettivi") Revenues, Ordinary and Extraordinary.	1884-85.		1885-86.
	Estimates.	Definite.	Estimates.
	Thousands of Lire.	Thousands of Lire.	Thousands of Lire.
Crown lands	24,304	25,051	19,122
Land tax	125,644	125,472	120,894
Tax on buildings	64,600	65,250	66,200
Income tax	199,737	201,524	205,586
Stamps, succession duty ..	164,300	169,615	164,997
Railway passenger tax	17,250	15,354	17,250
Consular fees	1,000	757	835
Spirits, sugar	20,975	24,700	26,100
Customs	183,500	212,100	180,300
Octroi	79,879	78,932	79,879
Tobacco	170,100	172,913	180,770
Salt	83,800	86,187	73,000
Lotto	72,503	77,349	72,504
Post Office	39,500	38,111	41,200
Telegraphs	10,729	11,874	11,628
Railways	57,118	47,233	57,000
Other	16,187	17,297	16,680
Miscellaneous	38,875	43,728	38,025
Total	1,370,001	1,413,447	1,371,970

GENERAL SUMMARY.

Revenues.	1884-85.		1885-86.
	Estimates.	Definite.	Estimates.
	Thousands of Lire.	Thousands of Lire.	Thousands of Lire.
Ordinary and extraordinary ..	1,370,001	1,413,447	1,371,970
Movement of capital	127,184	130,116	69,690
Railway construction	73,345	72,773	169,653
"Partite di giro" (double entries).	93,835	93,407	92,825
Total	1,664,365	1,509,743	1,704,138

COMPARATIVE Table of Expenditure for 1884-85 and 1885-86.

Real ("Effettivi") Expenses, Ordinary and Extraordinary.	1884-85.		1885-86.
	Estimates.	Definite.	Estimates.
	Thousands of Lire.	Thousands of Lire.	Thousands of Lire.
Treasury Department	622,155	620,505	635,734
Finance	177,218	182,871	181,446
Justice	33,716	33,600	33,755
Foreign Affairs	7,310	7,510	7,536
Education	32,620	32,544	33,793
Home	66,791	66,438	64,796
Public Works	118,905	120,035	130,748
Army	254,503	255,036	252,160
Navy	76,191	77,550	80,611
Commerce and Agriculture ..	13,663	13,600	14,041
Total expenditure	1,403,072	1,409,689	1,434,620
Total revenue	1,370,001	1,413,447	1,371,970
Revenue compared with ex- penses	- 33,071	+ 3,758	- 62,650

GENERAL SUMMARY.

Expenditure.	1884-85.		1885-86.
	Estimates.	Definite.	Estimates.
	Thousands of Lire.	Thousands of Lire.	Thousands of Lire.
Ordinary and extraordinary ..	1,403,072	1,409,689	1,434,620
Movement of capital ..	98,859	98,539	31,135
Railway construction ..	73,345	72,773	169,653
"Partite di giro" (double entries) ..	93,835	93,407	92,825
Total ..	1,669,111	1,674,408	1,728,233
Revenues ..	1,664,365	1,709,743	1,704,138
Revenues compared with expenses ..	- 4,746	+ 35,335	- 24,095

Turning to the Comparative Tables of Real Revenue and Expenditure, we perceive that there was an anticipated deficit of 33,000,000 lire for 1884-85, which was changed in the definite Budget into a small surplus of 3,000,000 lire owing to a considerable increase of 43,000,000 lire in revenue and of a small increase in expenditure.

Budget of
1884-85 real
revenue and
expenditure.

This increase in receipts was mainly in customs duties, of which 8,000,000 lire were due to increased consumption and 20,000,000 lire to extraordinary imports in anticipation of threatened higher duties on colonial products.

Again, it is to be observed that the estimates of real revenue and expenditure for 1885-86 show a deficit of 62,000,000 lire.

Budget for
1885-86 real
revenue and
expenditure.

This announced deficit has been the subject of much discussion in the Chamber and the cause of a serious attack upon the Government, but the Finance Minister stated that a deficit for 1885-86 was the natural consequence of the heavy expenditure on account of public works and national defences, which reached its extreme limits in 1885-86; and that revenue was further reduced by the considerable remissions of taxation on land and salt, which had been conceded in deference to the pressing appeals of various groups in the Chamber.

The effect of these remissions will be observed in the above Tables. The remission of the land tax will

Remission in
taxation on

land and salt,
effect of.

definitively amount to 28,000,000 lire (three-tenths of yearly yield of land tax), but it will be introduced by degrees so as to affect the Budget of 1885-86 by only 4,500,000 lire, that of 1886-87 by 19,000,000 lire, and that of 1887-88 by 28,000,000 lire.

The diminution in receipts from salt, which took effect from the 1st January last, should have been calculated at 15,000,000 lire for the six months ending the 30th June, but allowing for increased consumption, the diminution of the revenue was calculated at 13,000,000 lire.

Increase of
duties on
colonial
produce.

In order to re-establish the Budget equilibrium, disturbed by the new so-called "transformation of taxation," the Finance Minister proposed an increase in the duties on tobacco, alcohol, coffee, sugar, petroleum, and stamps. To these enhanced duties, excepting to that on stamps, the Chamber gave an immediate but provisional approval, which will, however, doubtless, be definitely confirmed.

Reduction of
deficit for
1885-86
announced by
Finance
Minister.

But allowing for the more or less complete realization of the Finance Minister's calculation of increased revenue from the above new taxes, and also for the certain increase of customs receipts by more than 20,000,000 lire over the estimates, the question arises how the estimated deficit of 62,000,000 lire could be reduced in the Finance Minister's statement to 24,000,000 lire, and according to others, to zero.

Explanation of
reduction.

The explanation of this reduction of deficit is to be found under the Budget heading of "Movement of Capital," where the receipts represent the sums reached by the sale of State Domains or of "Rente," whilst the expenditure represents the redemption of Government obligations.

Movement of
capital in
1884-85.

The "Movement of Capital" in 1884-85 was—

				Lire.
Results of sales	..	..	..	130,116,000
Payments	..	..	..	98,539,000
Difference	..	..	..	31,576,000

This difference, added to the small surplus of the (real) Budget of 1884-85, gave an apparent surplus of 35,000,000 lire.

For the current year 1885-86 the figures of the In 1885-86.
 "Movement of Capital" will be—

				Lire.
Results of sales	..	..	..	69,000,000
Payments	..	..	..	31,000,000

By deducting the difference of 38,000,000 lire from the estimated deficit of 64,000,000 lire we arrive at 24,000,000 lire, and by admitting the increase of Customs receipts over estimates by the amount likely to be realized, the deficit will entirely disappear, but at the price of a considerable increase to the Public Debt, as shown in the Comparative Tables under "Treasury Expenditure."

Deficit
reduced to
24,000,000 lire
and probably
to zero.

Turning to the next heading in the General Budget Summary, entitled "Railway Constructions," expenditure and receipts are made exactly to balance, the explanation of which is that the expenditure represents the amount of "Rente" issued by Government on account of railways, which amount is supposed to be exactly balanced by the value of the constructed railways. Thus, in the Budget for 1884-85 the sum balanced for railway construction is 72,000,000 lire, and for 1885-86 the sum is estimated at 169,000,000 lire.

Railway construction;
assets and
liabilities
always
balance.

Explanation
of.

This annual charge, which has heavily burdened the Treasury, will now diminish, owing to the transfer to private Companies of the railway system. It must also be admitted that this outlay was justified by the railway requirements of the country.

The next, and last, heading of the General Budget Summary, called "Partite di Giro," includes the large amount of 70,000,000 lire for civil and military pensions.

"Partite di
giro" (double
entries).

This heading of "Partite di Giro," which may be termed "Double Entries," likewise always balances itself. Whenever the Government expends with one hand what it receives in the other, the operation is recorded in the "Partite di Giro." For instance, the State domains or buildings are subject to land tax, and each Civil and Military Department using such buildings pays the tax and records the outlay in its "Operazioni di Giro."

Always
balance.

As regards the presence under this heading of sums

Include
Pensions fun.l.

disbursed for pensions, it appears that when the Government resolved to abolish the forced paper-currency it became necessary to charge the Budget with 35,000,000 lire annually representing the capital of 650,000,000 lire required for the payment, in metallic currency, of two-thirds of the amount of Government and bank bills in circulation; the remaining one-third still circulates in notes of 5 and 10 lire.

"Cassa" of deposits requested to assist Government in payment of pensions.

As the annual charge of 35,000,000 lire would have disturbed the Budgets, the Government decided to relieve the Budget of a portion of the annual charge for Pensions, and accordingly requested the "Cassa for Deposits and Loans" (a State institution for moneys under litigation) to assist the Government.

The "Cassa" accordingly, in consideration of a lump sum of 5 per cent. "Rente," and of a yearly subsidy of 18,000,000 lire, undertook to pay all charges connected with Pensions.

Under this arrangement the Government receives from the "Cassa," and pays to the State pensioners the annual amount required, so that payments on account of Pensions are charged to "Partite di Giro."

Subsidy paid to deposit fund insufficient.

During the late debate the question was raised whether the capital allotted to the "Cassa of Deposits," together with the annual subsidy, really sufficed for the payment of pensions. The question is complicated by life-averages, &c., and still remains unanswered; but there is a general belief that the Government will be obliged to increase the annual subsidy to the "Cassa" by several millions, or to reimburse the losses occasioned by erroneous calculations.

"Cassa Militare" military fund.

The "Cassa Militare" is of the same nature as the above question. This "Cassa" is charged with the payment of pensions and of bounties on re-enlistment to non-commissioned officers of the army and navy by means of the revenues derived from the funds of the "Cassa," and from a yearly Government subsidy charged to the budget of the War Department.

Impecunious state of.

As the financial state of this "Cassa" is notoriously bad, the Finance Minister proposed to raise from 3,000,000 to 6,000,000 lire the Government subsidy, but it is very doubtful whether this increase will suffice for the restoration of the financial position of the "Cassa."

Budget residues.

We must also remember that the figures of the

Budget never really correspond with the actual Treasury receipts or expenditure of the year. In addition to the actual receipts there are included sums still due as well as sums encashed during the financial year, but which belong to a former Budget. Again, in the expenditure are included expenses incurred, but not paid, and also money paid for expenses belonging to former Budgets.

Such items as the above come under the heading "of Residui Attivi e Passivi." These residues were recently the subject of much discussion in the Chamber, especially with reference to the item entitled "The Millions of the Railways."

Include the
railway
millions.

Amongst the credits of the Government recorded as derived from previous Budgets there exists, as was announced by the Finance Minister last January, the sum of 52,000,000 lire overdue by the railways. This sum, recorded in the Budget as paid to the Treasury, but, in reality, not paid, was allotted to the "Residui Attivi," to be encashed next year by the Treasury. But it is known that this sum has been already expended in railway construction, and that it will be balanced by further issue of "Rente."

The foregoing general criticism of the chief features of the Budget has been derived chiefly from a perusal of the recent important financial discussions in the Chamber. The weak point of a generally-speaking flourishing situation is the system of constant fresh issue of Government obligations, i.e., of incurring fresh debts in order to pay off old ones.

But allowing that the State finances are healthy and promising, the same cannot be said of the finances of the provinces and communes whose Budgets are so overburdened by State-imposed charges, that an investigation of these provincial Budgets would be necessary in order to form a conclusive opinion upon the general financial condition of the Kingdom of Italy.

Provinces and
communes
overburdened
by financial
charges.

Already the State has been obliged to assist the Municipalities of Rome, Florence, and Naples, and before long a question must arise—as was intimated in a recent speech of the leader of the Opposition—as to the necessity of reforming the system adopted some years ago, of relieving the State Budget by imposing "obligatory expenses" on the provinces and communes.

The Prime Minister, in a speech delivered a few days

Remarkable
increase in

sources of
revenue since
ten years.

ago, gave some comparative statistics showing the remarkable increase in various sources of revenue.

Thus revenues from taxes, dues, post and telegraphs were—

In 1876	..	..	..	953	millions of lire.
1882	..	..	..	1,087	"
Estimates for 1886-87	..	..	..	1,184	"
From customs—					
In 1876	..	..	..	100	"
1882	..	..	..	158	"
Estimates for 1886-87	..	..	..	232	"
From taxes on business—					
In 1880	..	..	..	135	"
1882	..	..	..	154	"
Estimates for 1886-87	..	..	..	168	"
From tobacco—					
In 1876	..	..	..	85	"
1882	..	..	..	108	"
Estimates for 1886-87	..	..	..	144	"
From tax on buildings—					
In 1876	..	..	..	3	"
1882	..	..	..	12	"
Estimates for 1886-87	..	..	..	33	"

The Prime Minister further alluded to the Government funds, quoted at 72 in 1876, at 90 in 1882, and at 100 in May 1886.

Since the delivery of the above speech the funds for the first time since the establishment of the Kingdom of Italy have been above par. This result is greatly due to the approval of the policy, both general and financial, the Government, as recorded by the result of the recent general election.

Financial
policy
approved by
country.

The country has approved the financial policy, past and future, of M. Magliari, who has successfully grappled with long-pending complicated questions, such as the Railway Conventions, abolition of forced paper-currency, &c., and who further promises to solve the problems of the pensions, military, and sinking funds.

(Signed) J. G. KENNEDY.

Rome, June 4, 1886.

No. 3.

Spain.

Sir Clure Ford to the Earl of Rosebery.

My Lord, *Madrid, May 21, 1886.*

I HAVE the honour to transmit herewith to your Lordship copy of a letter which has been addressed to me by Mr. Gosling, Secretary of Her Majesty's Legation here, in which he incloses a General Report on Spain, which he has just drawn up.

Mr. Gosling, since his arrival a few months ago in Madrid, has devoted himself with much industry and zealous application to the compilation of this Report. It has been drawn up with so much care and so fully that I conceive that any observations of mine would be superfluous.

I have, &c.

(Signed) FRANCIS CLARE FORD.

Inclosure 1 in No. 3.

Mr. Gosling to Sir Clure Ford.

Sir, *Madrid, May 21, 1886.*

I HAVE the honour to inclose my General Report on Spain, which I beg may be transmitted to Her Majesty's Principal Secretary of State for Foreign Affairs.

I fear the commercial section is more detailed than the general character of the Report warrants, but in view of the new commercial relations which it is to be hoped may soon come into force between Great Britain and Spain, I thought it might be of interest, and possibly of use, to British traders to be made fully acquainted with Spanish foreign commerce in all its bearings.

In my next Report I shall endeavour to furnish you with more detailed information respecting Spanish

industries, which, happily for the country, are making steady progress.

I have, &c.
(Signed) AUDLEY GOSLING.

Inclosure 2 in No. 3.

*General Report on Spain by Mr. Gosling, dated
May 21, 1886.*

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Preliminary Remarks.

FROM the accession of King Alfonso XII, on whom so many and great national hopes were justly centred, down to his lamented death, Spain was exposed to a succession of troubles and disasters which severely tried her powers of endurance, and from which she emerged with a dignity and courage so characteristic of her brave people.

On ascending the throne in 1874 the young Monarch found his kingdom struggling in the throes of civil war at home and insurrection in its principal Colony. Owing, however, in a great measure to his indomitable energy and stoutness of heart, the Carlists laid down their arms in 1876, and the Cuban revolt was finally crushed two years later, after costing the country great sacrifices in blood and treasure. The suppression of the former alone is computed to have cost nearly 6,000,000*l.* during each year of its existence.

Six months after the King's assumption of the Government, the present Constitution, drawn up by his first Ministry under Señor Cánovas, was submitted to, and ratified by, a "Cortes Constituyentes" appointed for

that purpose, according to which the Monarchy assumed a Constitutional character with a responsible Ministry.

The most noteworthy measures of this Administration were the new Press Laws, the liquidation of the debt contracted by the Republican Government and that occasioned by the Carlist war.

Señor Salaverria, the Minister of Finance, also drew up the bases for the conversion of the Public Debt, which, five years later, was elaborated and carried out by Señor Camacho, now holding the same portfolio.

The pacification of Cuba, and several important administrative reforms in the Spanish Antilles, and the tobacco concessions granted to the Philippine Islands, were among other notable acts of this, the King's first Administration.

Early in 1881 the Cánovas Ministry fell, and was succeeded by that of Señor Sagasta (the present Prime Minister), by whom the conversion of the debt was effected; Treaties of Commerce with France, Germany, and other countries were ratified; great reforms made in the Judicial system, whereby trial by jury was instituted and Courts of Justice thrown open to the public.

In 1883 the military rising at Badajoz caused the downfall of the Sagasta Cabinet, in whom public confidence was shaken by their apparent want of decision and energy in dealing with the affair.

The King summoned Señor Posada Herrera, whose Liberal Cabinet was short-lived. The Administration lasted only three months, but during that brief period Señor Ruiz Gomez, the Minister for Foreign Affairs, arranged the bases of Commercial Treaties with those Powers which had not contracted them with Spain. The fall of the Herrera Government, and the accession to power of the Conservative party under Señor Cánovas, frustrated Señor Gomez's plans; for by placing obstacles in the way, Señor Elduayen, the Foreign Secretary, succeeded in causing the failure of the commercial negotiations between Spain and Great Britain and the United States. It is, however, worthy of remark that this short-sighted protective policy was condemned by public opinion amongst all shades of politicians, the Catalonians, perhaps, excepted.

From the end of 1884 the country was visited by

disastrous earthquakes and a severe epidemic of cholera, which, according to official statistics, carried off 27,000 of the inhabitants.

These national misfortunes culminated in the death of a beloved Sovereign, and now, at the moment of writing (the 17th May), a "feu de joie" announces the birth of his successor to the throne.

Finance.

The Budget Estimates for the current financial year, framed by the late Finance Minister, Señor Cosgoyan, are as follows :—

Revenue.		Expenditure.	
Pescetas.	£	Pescetas.	£
872,514,380	34,900,575	897,146,687	35,885,867

showing, in round numbers, a net deficit of 1,000,000*l.*

There is, however, reason to apprehend that this deficiency will be greatly exceeded, for, *inter alia*, Señor Cosgoyan credited the revenue with over 1,000,000*l.* borrowed from the "Caja de Redenciones" (a fund into which are paid moneys derived from the exemptions from military service, at the rate of 60*l.* per exempted conscript), which must eventually be repaid by the State. Moreover, his very sanguine expectations in respect to a more fruitful collection of taxes have proved illusory, inasmuch as during the first half of 1885-86 the imposts fell short by about 28,000*l.* compared with those at the same period of the preceding year. In the same manner, his Excellency's statement in the Cortes twelve months ago, that the estimated deficit for 1884-85 would probably not surpass 260,000*l.*, was very wide of the mark, since it exceeded three times that amount, viz., about 900,000*l.*

The present able administrator of Spanish finance, Señor Camacho, is now devoting his untiring energies to purge the system of its chronic shortcomings and abuses—a Herculean, and may be impossible, task—of whose immediate success he is said to be by no means

sanguine. Still, judging by practical results, an improvement is taking place.

At the close of last year, when he succeeded Señor Cosgoyan, the floating debt* amounted to about 1,800,000*l.*, and in the course of one month underwent a reduction of 140,000*l.*

Floating debt—

Since writing the above, the Returns published by the official Gazette show that on the 1st April (ultimo) the floating debt amounted to over 3,000,000*l.*, having undergone an increase of some 200,000*l.* during March. The fluctuation of this debt is so frequent that its amount to-day gives no practical idea of what it may stand at in a week's time.

Fluctuations in.

During the present Session of the Cortes Señor Camacho proposes to introduce several fiscal reforms, and to reorganize the existing loose system of tax collection; indeed, in this respect an improvement is already noticeable. It is also expected that the gradual sale of Crown lands, valued at 60,000,000*l.*, will seriously occupy his Excellency's attention.

Fiscal reforms.

On the other hand, in spite of the financial, social, and political difficulties and dangers with which Spain has been beset for nearly a century, she has made, and continues to make, steady progress. Her natural resources are immense, and were she to enjoy for a single decade the blessings of peace at home and abroad, Señor Camacho's noble efforts might be crowned with signal success.

Although straying somewhat from the particular subject with which I am now dealing, I may mention, in reference to the progress cited above, that within the last forty years the value of Spain's foreign commerce has risen from 8 to 66 millions sterling per annum. The Revolution of 1868 cost the country very dearly, but it had—if I may be allowed the truism—a salutary effect in sweeping away abuses which retarded the national growth, fettered the progress of popular enlightenment, and kept Spain aloof from other European States. Still, as compared with her neighbours, she is out-distanced in the race of progress; and, impartially considered, her best hopes in respect to the near future

Spanish foreign commerce.

* This debt should, properly speaking, be cleared off at the expiration of each financial year, as it is simply intended to meet immediate calls on the Exchequer before the collection of the receipts.

are closely connected with the retention in office of her present able advisers.

Estimates,
1880-86.

The following Tables, 1 and 2, give the Budget Estimates for the five years ending 1886, No. 1 referring to the revenue and No. 2 to the expenditure.

(Table 1.)—SPANISH Budget Estimates, 1880-86.

Revenue.	1880-81.	1881-82.	1882-83.	1883-84.	1885-86.
	£	£	£	£	£
Direct Taxes	8,979,100	The details are only given for the half-year	9,239,160	10,411,800	10,393,920
Indirect Taxes	5,868,640		6,476,360	5,273,160	5,262,040
Customs	4,682,480		4,618,320	4,952,320	5,360,000
Stamp duties and Government monopolies	8,613,895		8,883,400	10,051,600	10,534,480
Crown lands, Royalties, &c. ...	600,882		524,889	557,795	1,304,095
Treasury receipts	941,200		669,620	848,400	1,946,040
Total	29,686,147	31,492,920	30,411,649	32,095,075	34,900,575

(Table 2.)—SPANISH Budget Estimates for 1880-86.

Expenditure.	1880-81.	1881-82.	1882-83.	1883-84.	1885-86.
	£	£	£	£	£
<i>General Obligations of the State.</i>		The details are only given for the half-year			
King's Civil List and Royal Appanages	382,000		392,000	392,000	392,000
Cortes	74,371		79,551	76,751	79,931
Public Debt	11,666,171		8,920,921	10,965,337	10,966,937
Indemnities for ancient privileges ...	109,173		99,224	98,709	86,674
Pensions... ..	1,786,377		1,810,777	1,918,537	1,986,672
<i>Departmental Expenses.</i>					
Office of—					
President of the Council	43,168		44,068	44,068	44,101
Foreign Affairs	126,964		143,235	147,084	155,692
Grace and Justice	2,074,568		2,065,026	2,199,752	2,237,844
War	4,960,686		5,275,414	4,984,408	6,060,944
Marine	1,286,832		1,445,091	1,341,063	1,766,022
Interior	1,778,635		1,819,727	1,817,005	1,298,747
Public Works	3,101,218		3,636,811	1,807,684	4,177,953
Finance	767,068		821,987	814,876	852,133
Expenses of collecting taxes, sale of Crown Lands, &c.	4,563,284		4,994,915	5,493,762	5,748,593
Colony of Fernando Po ... ..	...		...	...	22,406
Total	32,969,414	32,584,598	31,541,738	32,072,976	35,885,669

These figures are not, however, of any real practical value; they are mere unapproved Estimates, since the Public Accounts have not been audited later than the year 1870, nor have they been passed by the Cortes since 1867. I have therefore given them merely to show approximately the income and expenditure of the country.

As regards the former, the principal sources of revenue are the direct taxes, levied on landed property, trade, industries, mines, &c., amounting in the Estimates for 1885-86 to 10,393,920/., and the Excise, including

Principal
sources of
national
revenue.

stamp duties, Government monopolies, &c., which is set down at 10,534,480*l.* The other items of revenue are made up by the Indirect Taxes, 5,362,040*l.*; Customs, 5,360,000*l.*; the income derivable from Crown lands, royalties, &c., 1,304,095*l.*; and, lastly, the Treasury receipts, 1,946,040*l.*; making a total of 34,900,575*l.*

The expenditure, of which the heaviest items are—National expenditure. the Public Debt, 10,966,937*l.*; pensions, 1,985,872*l.*; and the Departmental expenses, which reach the high figure of 22,374,455*l.* The other items are—the King's Civil List, 392,000*l.*; Cortes, 79,931*l.*; and indemnities for ancient privileges abolished, 86,674*l.*; or a total of 35,885,869*l.*, leaving a deficit, 985,294*l.*

The chronic state of deficit which has obtained in Spain for the last half-century has been met from time to time by new taxes, foreign loans, the sale of Church properties, &c., the result of which has been a National National Debt. Debt quite out of proportion to the resources of the country. This debt is put down at 512,000,000*l.*, or nearly that of Great Britain at the Peace of Amiens. It is divided into two chapters: first, the State Debt; and secondly, the Treasury Debt. The total charges on the debt in 1885-86 were 10,966,634*l.*, or a trifle less than the figure given in the Budget. The following Table shows exactly what those charges were:—

(Table 3.)—FINANCE : The Public Debt of Spain.

PART 1.—THE STATE DEBT.

		<i>Consolidated Debt.</i>	£	£
1		Interest on the Consolidated 5 per Cent. Debt to the United States .. ..	..	..
2	I.	Consolidated Debt, 4 per Cent., External	3,153,841	
	II.	" " " Internal	3,113,884	
	III.	Non-transferable Scrip in favour of Civil Corporations	496,926	
	IV.	Non-transferable Scrip in favour of Religious Societies, &c. .. ..	..
	V.	Non-transferable Compensations to Ecclesiastical Denominations .. ..	..
3		Amortization of residues of Consolidated Debt .. ..	..	6,764,651
		<i>Redeemable Debt.</i>		
4	I.	Annuities for payment of interest and for partial redemption of the 4 per Cent. Debt	3,472,688	
	II.	Commission of 1½ per cent. to the Bank of Spain for paying interest and amortization of 4 per Cent. Redeemable Debt	43,408	
5	I.	Interest on the 2 per Cent. Redeemable External Debt	57,881	3,516,096
	II.	Amortization of the above	214,440	
6	I.	Interest on Public Works Shares	1,252	272,321
	II.	Amortization of the above	3,765	
7	I.	Interest on Highway-Roads Shares	910	5,017
	II.	Amortization of the above	6,082	
8		Amortization of the debt for salaries in arrears, &c. .. ..	..	6,992
				26,857
		Total		10,593,634

PART 2.—TREASURY DEBT.

		<i>Redeemable Debt.</i>		£
9		Rothschild Loan (made in 1871, and reduced from 2,720,000 <i>l.</i> by half-yearly redemptions, redeemable in thirty years; interest and sinking fund guaranteed by the quicksilver mines of Almaden) .. ..	..	150,000
10		Fould Loan, interest on .. ..	..	103,000
11		Expenses of the floating debt .. ..	..	120,000
		Total .. ..	..	373,000

RECAPITULATION.

				£
Part 1.—State Debt .. ..	..	..	..	10,593,634
Part 2.—Treasury Debt .. ..	..	..	..	373,000
Total .. ..	..	..	..	10,966,634

A healthier tone of finance is anticipated, and this will become apparent when Señor Camacho's elaborate scheme of financial reforms has been submitted to the Cortes. It must, however, be borne in mind, notwithstanding the heavy annual deficits, that Spanish finance, or, rather, the sources of revenue, have not been stationary, for during the past thirty years they have nearly doubled. Thus in the year 1854 the income was 18,181,398*l.*, and in 1885-86 it is put down at 34,900,575*l.*

As it may not be without a certain interest, I append Bank of Spain. a statement of the actual position of the Bank of Spain for the week ending the 8th May (instant), showing the fluctuations in prices compared with the previous week.

(Table 4.)—FINANCE: Balance-sheet of the Bank of Spain for the Fortnight ending May 8, 1886.

ASSETS.			
	May 8th.	May 1st.	Difference during Week.
Treasury—	£	£	£
Cash	2,293,239	2,208,413	+ 84,826
Silver bars	220,385	220,385	..
Bills due to-day	117,515	113,949	+ 3,566
Silver bars in mint	50,570	50,570	..
Cash at branch establishments	2,565,403	2,703,233	— 137,830
„ in hand, provincial agents	1,300,063	1,258,762	+ 41,301
„ transit	29,663	46,088	— 16,425
Portfolio, Madrid	27,797,208	27,787,959	+ 244
„ branches	5,714,336	5,694,343	+ 19,993
Landed and other properties	414,081	414,022	+ 59
Redeemable Debt, 4 per Cent. (December 10, 1881)	222,972	240,737	— 17,765
In hand for payment of interest on 4 per Cent. Perpetual Debt (from Jan. 1 to March 31) .. .. .	..	..	..
Sundries	134,240	307,079	— 172,839
Total	40,859,670	41,045,540	— 185,870

LIABILITIES.

	May 8th.	May 1st.	Difference during Week.
	£	£	£
Capital	6,000,000	6,000,000	..
Reserve	600,000	600,000	..
Notes in circulation	19,956,858	19,841,101	+ 116,757
Deposits, in Madrid	944,461	934,959	+ 9,506
" in branches	733,972	736,780	- 2,808
Account current, Madrid	5,249,311	5,334,391	- 85,080
" " branches	4,991,044	5,211,282	- 220,248
Advances on public securities	796,399	862,211	- 65,812
Dividends	176,693	185,723	- 9,030
Profit and loss, Madrid and branches—			
Realized	465,083	474,487	- 9,404
Unrealized	82,576	66,858	+ 15,718
Interest and amortization, mortgage notes, obligations of Bank and Treasury	46,168	46,168	..
Redemption and interest, 4 per Cent. Amortizable Debt	110,800	118,187	- 7,387
Invoices of interest on 4 per Cent. Perpetual Debt	79,824	93,749	- 13,935
Reserve of taxes	316,944	160,997	+ 155,947
Securities convertible on 4 per Cent. Redeemable Debt	269,784	287,564	- 17,780
Public Treasury, for payment of interest on 4 per Cent. Perpetual Debt .. .. .	..	..	..
Public Treasury, for payment on 4 per Cent. Perpetual Debt, April 1 to June 30	39,773	91,083	- 51,310
Sundries .. .. .	..	..	..
Total	40,859,670	41,045,540	- 185,870

Spanish Imports and Exports.

During the year 1884, later than which no Government statistics have been published, the commercial movement in Spain, although not as active as might be desired, was on the whole satisfactory, and even progressive, if the general stagnation of trade be taken into account.

France heads the list of customers with a combined import and export trade valued at 17,871,156*l.*, followed by England, including Gibraltar, with 13,378,208*l.*, and Germany with 3,849,840*l.*

The imports and exports were as follows:—

	£
Exports to France	10,195,788
Imports from France	7,675,368
Excess of Exports over Imports	2,520,420
Exports to England	6,787,156
Imports from England	6,591,052
Excess of Exports over Imports	196,104

Trade with
Great Britain,
France, and
Germany.

			£
Imports from Germany	..	..	3,547,169
Exports to Germany	..	..	303,671
			<hr/>
Excess of Imports over Exports	..		3,244,498

The present Ministry, under the able leadership of Señor Sagasta are, it may be assumed, now in a position (May 1886) to legislate in such a manner as may enable Spain to extend her trade and to aspire to the position in commercial Europe to which nature surely destined her.

It is too early in the Parliamentary Session to predict with any certainty what steps may have been matured in this direction during the recess by Señores Rios and Camacho; but the publication of a Royal Decree, quite recently, which has given much popular satisfaction, authorizing the formation of Chambers of Commerce at Madrid, Alcoy, Badajoz, Burgos, Cordova, Gerona, Granada, Jerez, Jaen, Lerida, Sabadell, Tarrasa, Murcia, Oviedo, Salamanca, Reus, Valladolid, Santiago, Zaragoza, and at all ports having a Custom-house of the "first class," shows what importance the Ministry attaches to the commercial development of the country. The Decree in question offers similar privileges to any other towns of importance which may apply for them, and I hear that Chambers of Commerce are to be formed by Spain in some of the large business centres abroad, and that every endeavour will be made to stimulate the activity of Spanish trade generally.

Chambers of
Commerce.

During the first month of the current year the value of the exports showed an increase of 236,807*l.* over that of the same period in 1885; and as the imports show a corresponding activity an optimistic feeling obtains among traders. In order, however, to appreciate the mercantile movement of a country, the result of a single month is not sufficient, and it would be wise to suspend judgment until the half-yearly figures have been published.

Value of
exports in
January.

During the period in question there has been a falling-off in the lead ore exports; but the foreign demand for Spanish iron ores and the shipments of that mineral more than counterbalance the decrease in the export of the former.

Lead and iron
ores.

In the 3rd class of the Tariff the india-rubber and

liquorice exports have slackened, whilst that of soap has considerably increased.

Textile fabrics.

It is also to be observed, and to this great importance may be attached, that the export of textile fabrics is steadily on the increase, showing that this home industry is progressing.

If on the one hand the export of common oils has diminished, that of common wine to France shows an increase in value of 348,210*l*.

Orange crop.

The extraordinary crop of oranges, too, will help to swell the export values. From the port of Valencia alone over 3,000,000,000 oranges have been shipped in the course of the season. This fruit, perhaps the best of its kind in Europe, can now be delivered in England at 9*s*. the box, leaving a fair margin of profit to the producer.

In subjoining the following Tables 1, 2, 3, and 4, marked Commercial, dealing with the whole foreign trade of Spain, I must plead the same excuse which I have advanced in another section of this Report for having gone into such minute detail, viz., that as we hope soon to inaugurate a fresh commercial departure with Spain, it may be interesting, if not necessary, that British traders should be made acquainted with Spanish commerce in all its branches.

(Table 1.)—COMMERCE: Commercial Statistics of Spain—1860 to 1884, inclusive.

Years.	Spain.		France.		Great Britain.		Total Spanish Imports and Exports.
	Total Imports.	Total Exports.	Imports from.	Exports to.	Imports from.	Exports to.	
1860	14,833,134	10,982,034	3,819,078	2,488,612	3,711,978	3,207,683	25,815,168
1861	20,205,937	12,695,004	7,180,974	3,231,300	5,638,259	3,748,623	32,900,941
1862	16,793,127	11,105,322	6,233,007	2,334,143	4,198,424	3,086,209	27,898,449
1863	18,985,109	12,198,710	7,600,143	2,845,366	4,323,719	3,715,422	31,183,819
1864	19,898,671	14,128,515	7,410,484	4,022,539	4,298,099	4,136,810	34,027,186
1865	16,261,907	12,864,055	5,651,373	3,874,034	4,298,099	3,773,385	29,125,962
1866	13,121,298	12,398,862	4,398,251	3,718,850	3,810,958	3,810,958	25,590,160
1867	16,002,249	11,783,710	7,018,661	3,326,266	3,448,186	3,384,660	27,795,959
1868	22,955,733	11,099,406	8,465,797	2,794,723	4,638,941	3,525,621	34,085,139
1869	17,690,532	10,662,104	8,188,582	2,878,070	3,204,253	3,110,972	28,352,636
1870	20,876,583	15,981,971	8,330,823	2,617,515	5,166,133	6,868,836	36,889,534
1871	22,760,370	17,694,274	5,187,211	3,133,842	8,258,594	7,095,443	40,484,644
1872	21,060,263	20,715,193	4,669,808	3,544,257	5,938,649	8,705,836	41,775,456
1873	21,284,657	23,526,484	3,971,686	4,335,310	8,644,348	9,212,360	44,811,141
1874	22,684,777	18,658,608	4,788,205	4,179,249	7,201,885	6,597,603	41,543,385
1875	22,811,898	18,080,903	5,995,736	2,943,853	5,987,336	6,256,815	40,892,801
1876	22,146,091	17,813,301	6,545,354	3,636,698	5,739,981	7,151,081	39,959,492
1877	21,493,307	20,637,045	5,674,940	3,635,305	6,725,613	8,390,253	42,130,352
1878	21,647,350	19,195,128	6,927,120	4,802,166	5,643,296	6,987,710	40,842,478
1879	24,156,896	21,127,931	6,785,215	6,489,840	5,691,549	6,965,000	45,284,927
1880	28,481,852	25,998,727	10,817,928	9,280,397	5,409,677	8,430,964	54,480,379
1881	26,022,779	26,835,561	8,277,859	10,211,383	5,409,677	7,996,369	52,858,340
1882	32,666,676	30,614,523	8,835,120	12,393,709	7,461,796	9,407,659	63,281,199
1883	35,787,840	28,778,736	9,397,792	12,130,652	6,461,796	8,141,177	64,516,576
1884	31,185,754	24,767,693	7,675,368	10,195,788	6,553,308*	6,720,226*	55,953,447
1885	..	..	..	..	..	..	..
Total ..	551,964,770	450,053,800	169,816,515	124,933,738	138,324,672	149,927,675	1,002,018,570

This is exclusive of the trade with Gibraltar.

(Table 2.)—COMMERCE: Commercial Statistics of Spain—1860 to 1884, inclusive.

Years.	Spain.		France.		Great Britain.		Total Imports and Exports.
	Total Imports.	Total Exports.	Imports from.	Exports to.	Imports from.	Exports to.	
1860	£ 14,833,134	£ 10,982,034	25	23	25	29	£ 1,002,018,570
1861	20,205,937	12,696,004	35	25	27	29	288,252,347
1862	16,793,127	11,105,322	37	22	24	27	295,150,273
1863	18,985,109	12,198,710	40	20	22	31	£
1864	19,898,671	14,128,515	37	28	26	29	
1865	16,261,907	12,864,055	34	27	26	29	
1866	18,131,298	12,398,862	33	29	22	30	
1867	16,002,249	11,793,710	43	28	21	28	
1868	22,955,733	11,099,406	36	25	20	31	£
1869	17,690,532	10,662,104	46	20	17	29	288,252,347
1870	20,876,563	15,981,971	39	16	24	39	295,150,273
1871	22,760,370	17,694,274	22	17	36	40	£
1872	21,060,263	20,715,193	22	17	28	42	
1873	21,284,657	23,526,484	18	20	40	39	
1874	22,884,777	18,658,608	25	22	31	35	
1875	22,811,898	18,080,903	26	16	34	34	
1876	22,146,091	17,813,301	29	20	25	40	
1877	21,493,307	20,637,045	36	17	31	40	
1878	21,647,350	19,195,128	32	25	26	36	
1879	24,156,896	21,127,931	26	30	23	32	
1880	28,481,852	25,998,727	38	35	18	32	
1881	26,022,779	26,835,561	32	38	21	33	
1882	32,666,676	30,614,523	27	41	21	31	
1883	35,737,840	28,778,736	26	42	21	28	
1884	31,185,754	24,767,693	25	43	21	27	
1885	..	..	..	..	..	..
Total, 25 years ..	551,964,770	450,053,800	31.16	25.80	25.20	32.80	

(Table 3.)—COMMERCE: IMPORTS.—FOREIGN TRADE OF SPAIN.

STATEMENT of the Quantity and Value of the principal Articles imported into the Peninsula and Balearic Islands during the years 1883, 1884, and 1885.

Articles.	Weights and Measured.	1883.		1884.		1885.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Class I of the Tariff.							
Coal..	..	1,124,868	1,082,878	1,134,949	907,968	1,067,837	854,269
Coke	137,699	126,764	207,083	156,666	249,410	199,528
Tar, pitch, asphalt, &c...	..	20,107,189	120,643	19,042,364	99,020	24,756,094	128,742
Petroleum—							
Raw	40,697,077	309,297	43,866,808	338,387	57,240,561	435,788
Refined, &c.	1,842,471	14,909	1,813,632	17,410	779,915	7,487
Glass—							
Blown, common	2,187,611	26,251	2,434,053	28,208	3,245,380	40,144
Cut and blown imitations	1,081,918	67,232	938,968	60,084	957,793	61,298
Plain and plate	2,184,144	87,365	1,995,165	78,844	1,869,049	58,369
Mirrors	112,501	14,489	79,293	6,997	75,808	9,703
Class II of the Tariff.							
Iron—							
Pigs and old iron	39,466,135	126,291	36,454,778	109,364	26,344,862	79,684
Pipes and tubes of all kinds	17,021,888	105,535	17,198,968	103,193	6,448,937	26,693
Common manufactured	4,690,346	44,089	5,186,965	48,569	3,847,822	31,169
Fine	902,320	21,633	860,327	20,647	808,907	19,413
Wrought, and steel rails	7,118,403	45,994	5,633,471	33,806	3,894,072	23,364

SPAIN.

85

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Iron (continued)—							
Wrought, plates ..	Kilog.	4,027,640	40,276	5,425,490	49,906	4,246,283	39,065
" bars and thin plating ..	"	19,359,097	232,107	17,851,358	193,794	15,067,368	122,627
" articles of no special character ..	"	1,051,394	3,785	1,353,400	4,350	3,983,761	12,748
" large pieces for building purposes ..	"	2,555,741	36,802	3,127,537	41,283	873,821	11,534
Wire and steel wire ..	"	6,941,424	110,755	5,618,434	85,400	5,753,671	87,455
Nails and screws ..	"	2,337,763	54,236	2,159,999	50,111	2,115,411	49,077
Tubing, wrought ..	"	2,049,148	25,251	2,253,519	26,140	2,127,854	24,683
Netting and gauze ..	"	37,178	1,267	55,705	1,892	49,749	1,691
Manufactured of all classes, scrap iron ..	"	6,543,031	206,698	6,610,515	208,871	6,207,359	196,150
Tin—							
Raw, plates, &c. ..	"	3,608,198	79,353	2,818,376	56,367	3,295,369	65,907
Manufactured ..	"	124,067	10,074	110,618	8,982	107,783	8,750
Copper—							
Cast and old ..	"	270,483	12,658	153,585	7,187	62,531	2,926
Copper and brass in bars, and old brass ..	"	113,977	7,750	103,618	6,424	151,851	9,414
" in plates, nails, and wire ..	"	386,914	30,953	352,605	25,387	414,555	29,847
" in tubes and ingots, &c. ..	"	237,608	22,810	359,304	33,055	594,733	54,715
Brass wire ..	"	88,592	7,267	77,449	5,266	84,087	5,758
Copper and brass gauze, and rolls of ..	"	18,431	2,027	15,514	1,706	14,118	1,553
<i>Class III of the Tariff.</i>							
Logwood and bark for tanning ..	"	2,891,450	19,661	2,204,200	14,988	2,189,899	14,891
Vegetable products not classed in the Tariff ..	"	1,862,161	93,108	1,786,393	89,319	2,192,466	108,423
Ochres and earths used for paint ..	"	386,736	1,392	602,111	2,047	583,098	2,099
Indigo ..	"	253,558	70,996	282,648	113,059	259,906	143,962
Dyes ..	"	1,777,888	71,111	1,769,911	70,796	1,657,979	66,319
Garrancine and its mixture with madder ..	"	6,243	749	18,094	1,809	3,756	375
Varnishes ..	"	255,670	15,340	255,444	20,438	236,558	19,084

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Colours—							
In powder or balls	1,910,259	61,128	1,941,406	62,125	2,125,238	68,007
Prepared and inks	364,621	23,335	349,876	22,392	359,722	23,022
Extracts of coal tar, &c.	186,772	74,708	215,272	86,108	174,543	69,817
Chlorhydric acid	2,391,918	11,481	2,770,767	13,299	2,267,989	10,887
Nitric acid	118,186	3,072	142,903	3,429	112,587	2,702
Sulphuric acid	1,469,695	10,461	970,679	6,600	912,889	6,207
Alkaloids and their salts	1,242	12,420	2,192	26,304	1,313	15,756
Alum	1,613,186	11,614	1,316,681	9,480	1,521,661	10,955
Sulphur	8,958,740	46,585	7,112,563	36,985	4,259,723	22,149
Glass-wort ("Barillas")	125,111	400	46,711	149	43,817	140
Alkaline carbonates and caustic alkaloids	19,341,951	192,946	19,239,821	192,398	19,081,136	190,811
Chloride of calcium	3,123,818	29,998	4,049,426	38,874	4,846,532	41,726
" potash, sulphate of soda, and salts of magnesia	2,233,035	8,932	1,267,913	5,071	1,262,840	5,031
" soda (common salt)	806,225	645	719,125	573	1,402,012	1,121
Glues and albumens	375,565	18,027	402,194	19,305	465,531	22,745
Phosphorus	43,132	11,351	44,420	10,660	44,033	10,567
Nitrate of potash	1,290,025	30,960	1,379,648	32,944	1,150,469	27,611
" soda	4,221,949	50,663	7,164,576	71,645	7,706,194	77,060
Oxide of lead	724,898	12,178	693,951	9,992	560,221	8,067
Sulphates and ditto of iron	504,619	2,022	600,478	2,161	585,102	2,106
Pills and capsules, &c.	10,590	4,236	9,374	3,749	7,953	3,181
Pharmaceutical products, not in Tariff	229,920	45,984	210,447	42,089	211,517	42,303
Chemical products	2,473,438	98,937	2,737,810	109,512	2,647,010	105,843
Perfumery and essences	165,907	53,090	145,254	46,481	160,783	51,450

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
<i>Class IV of the Tariff.</i>							
Cottons—			\$		\$		\$
Raw	Kilog.	54,296,556	3,377,793	52,622,212	3,052,081	48,803,488	2,830,602
Spun up to 35 threads	"	30,099	4,408	66,349	8,829	83,201	7,331
" from 36 threads	"	60,497	8,669	42,554	5,957	36,964	5,174
Twisted in 3 or more threads	"	213,248	51,179	220,978	64,393	240,625	67,375
Tissues—							
Close and even, unbleached, white or dyed, up to 25 threads	"	356,465	74,294	458,640	95,328	536,267	109,343
Ditto, from 26 threads	"	69,203	17,946	57,258	14,997	52,233	13,611
Stamped, diagonal, and fancy, up to 25 threads	"	455,965	132,367	501,368	146,366	467,389	155,959
Ditto, from 26 threads	"	16,658	5,701	9,479	3,222	7,943	2,700
Transparent	"	97,611	34,977	97,345	34,899	88,246	30,780
Quiltings and piqués	"	47,451	14,203	40,685	13,027	36,160	11,575
Cotton velvets, plush, tissues of double width for wearing apparel	"	74,610	25,421	141,438	51,106	130,667	47,085
Tulle	"	8,498	5,452	7,091	4,549	8,122	5,204
Lace, excepting crochet work	"	32,548	31,054	26,809	25,172	22,284	21,399
Tissues—							
Of crochet	"	39,958	82,413	91,619	34,078	76,314	28,210
Knitted by hand or loom, for vests and under-clothing	"	42,925	12,019	46,986	13,186	57,747	16,169
Stockings, &c.	"	60,054	19,201	66,722	21,358	60,894	19,486
<i>Class V of the Tariff.</i>							
Hemp and flax, raw (yarn)	"	4,643,213	834,817	4,167,970	666,875	3,321,574	531,451
Tissues—							
Plain, of flax or hemp, with or without mixtures of cotton, up to 10 threads	"	16,608	2,656	28,406	4,544	19,710	3,157

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
<i>Tissues (continued)—</i>							
Plain, of flax or hemp, with or without mixtures of cotton, from 11 to 24 threads	Kilog.	213,796	94,230	180,616	86,899	158,985	76,392
Ditto, from 25 threads	"	16,257	13,691	13,116	11,073	8,689	7,334
Twilled, with patterns	"	80,663	32,328	79,072	31,690	88,966	35,630
Laces, crochet and knitting	"	607	6,070	415	4,163	214	2,140
Plain tissues of jute and other vegetable fibres, with or without mixture of cotton	"	167,327	13,892	102,566	8,206	148,871	11,009
Tissues, twilled, or worked up with pattern of same material as foregoing, with or without mixture of cotton	"	145,139	29,114	126,392	25,384	174,378	35,005
<i>Class VI of the Tariff.</i>							
<i>Wools—</i>							
Unwashed	"	352,532	33,128	199,377	18,751	293,556	27,594
Washed	"	1,305,115	247,971	1,491,593	283,402	1,607,160	305,240
Combed and carded	"	385,121	81,645	373,694	79,223	325,155	68,924
Carpets, of pure wool or with other mixtures	"	299,679	47,712	309,245	49,479	322,248	51,559
Felt carpets	"	159,644	25,835	215,941	29,375	205,079	27,731
Blankets	"	7,144	2,286	6,350	2,032	8,142	2,605
Woolen tissues, crochet, and knitting	"	139,071	88,366	196,947	126,081	233,600	149,519
<i>Cloths—</i>							
Of pure wool	"	278,584	223,045	279,239	223,423	265,503	212,503
Backed with cotton, imitations of Astrakan, and felts	"	58,684	28,170	131,804	63,266	136,401	65,494
All other tissues of pure wool	"	329,045	567,616	884,498	607,828	837,676	571,317
Ditto, backed with cotton	"	291,155	116,566	238,651	131,623	352,128	141,054
Tissues of horsehair	"	2,104	1,687	1,510	1,208	5,356	4,284

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
<i>Class VII of the Tariff.</i>							
Silk—							
Raw, not twisted ..	Kilog.	134,542	242,175	120,749	193,198	106,049	169,678
" twisted ..	"	10,540	31,620	7,102	18,465	3,562	9,261
Floss, combed and carded ..	"	7,405	6,516	6,803	5,442	1,696	1,356
Yarns, not twisted ..	"	11,029	11,911	15,157	1,515	20,034	20,034
" twisted ..	"	29,451	52,011	28,997	46,395	20,776	33,241
Tissues, plain or diagonal ..	"	56,780	220,746	53,934	211,167	49,107	190,153
Velvets and silk felt, and plush ..	"	1,952	11,321	2,046	11,904	1,643	9,546
Tissues of spun silk, raw and floss silk, mixed with silk ..	"	18,214	56,446	27,619	55,262	26,360	52,722
Tulles and blondes of silk, or floss silk ..	"	16,430	88,744	16,884	91,215	19,406	104,815
Vestings, jersey cloth of silk, or floss silk ..	"	1,130	3,259	1,651	4,760	2,441	7,030
Velvets and plushes of silk, and floss silk, with cotton backs, &c. ..	"	31,719	58,569	34,620	62,296	35,363	70,809
Other tissues of floss silk, backed with vegetable fibre ..	"	136,916	164,098	122,945	133,745	117,487	127,993
Tissues of silk or floss silk, backed with wool or horsehair ..	"	12,061	16,457	10,955	13,224	12,740	15,365
<i>Class VIII of the Tariff.</i>							
Paper—							
In rolls, for printing ..	"	3,910,029	156,401	4,333,569	155,977	4,034,787	145,252
" for writing or lithograph, and engraving ..	"	449,913	26,994	345,894	19,370	321,257	17,990
Cut and hand made ..	"	219,788	19,780	221,482	17,718	223,611	17,888
Stamped with gold, silver fibre, or glass ..	"	57,055	13,122	56,192	11,238	38,409	7,681
Stamped, of other kinds ..	"	263,221	11,581	255,659	11,249	223,434	8,631
Packing paper, straw ditto ..	"	668,322	13,866	784,907	15,697	958,008	19,160
Other papers not specified in Tariff ..	"	883,699	104,888	503,925	60,416	235,175	28,221

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
<i>Class IX of the Tariff.</i>							
Staves	16,831	336,620	15,062	421,736	15,744	440,832
Common woods, in planks	516,969	1,136,911	492,991	985,982	491,275	982,550
Fine woods, ditto	Kilog.	1,898,282	25,057	2,993,233	39,510	3,176,189	41,925
Ditto, sawn, or in veneers	150,258	3,365	168,424	3,772	206,694	4,592
Coopers' ware	2,326,974	37,231	1,937,141	30,992	2,240,444	35,847
Common woods, worked into articles of all kinds	1,656,766	111,619	1,653,953	132,316	1,716,180	137,295
Fine woods, worked into furniture, &c.	936,310	84,266	785,382	70,684	796,889	78,820
Ditto, gilt and inlaid in mother-of-pearl, &c.	170,410	38,171	137,759	30,868	148,877	33,348
<i>Class X of the Tariff.</i>							
Geldings, above standard height ..	Heads	310	11,060	335	12,060	191	6,876
Other horses and mares	4,514	121,878	3,163	85,401	3,675	99,225
Mules	8,905	106,860	6,770	108,324	9,102	145,632
Cows, bulls, and calves	14,318	85,908	12,138	97,104	25,530	204,240
Asses	1,093	2,623	681	1,634	762	1,828
Pigs	21,556	51,734	28,239	112,956	31,761	139,044
Sheep and goats, and animals not specified	76,666	30,666	107,125	51,420	158,849	77,687
Skins and hides, untanned	7,440,693	505,967	6,274,697	452,173	9,271,688	815,908
Varnished leather and calf hide, tanned and dressed ..	Kilog.	185,201	133,344	167,354	120,494	182,265	104,209
Other hides, tanned or dressed, including sole leather	123,356	79,210	160,881	67,570	186,247	78,231
Leather bands for machinery	49,536	19,814	52,306	18,830	46,078	16,588
Skins for warmth and ornament	38,164	33,164	31,485	31,485	41,069	41,069
Ditto, in manufactured articles	913	1,643	733	1,319	808	1,454
<i>Class XI of the Tariff.</i>							
Agricultural machines	1,558,954	59,249	1,244,951	48,818	1,498,188	53,934
Locomotive and stationary engines	6,341,039	304,369	8,302,300	398,318	4,519,550	216,938

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Machines—							
Of copper and its alloy ..	Kilog.	149,084	20,871	100,335	14,046	83,309	11,663
Of other materials ..	"	14,075,631	743,193	14,022,368	712,122	11,702,132	593,306
Coaches and broughams of four seats ..	Pieces	37	4,440	19	2,640	15	2,400
Single broughams, and omnibuses of more than 15 seats ..	"	42	3,360	93	10,416	17	1,904
Carriages—							
Undefined ..	"	106	4,240	63	3,150	46	2,200
Rail or tramway ..	Kilog.	259,037	12,743	1,237,515	53,460	57,106	2,466
Other railway vehicles ..	"	1,916,663	39,833	2,160,747	43,214	31,401	638
Carts and hand-carts ..	"	616,416	9,862	687,065	10,993	947,064	15,129
Wooden ships—							
Up to 50 tons ..	Tons	14 = 216	2,239	14 = 109'41	1,134	14 = 144	1,492
From 51 to 300 tons ..	"	1 = 80	829	"	"	6 = 552	5,723
From 301 tons upwards ..	"	2 = 955	9,901	"	"	1 = 367	3,805
Iron and steel ships, mixed construction, of any tonnage ..	"	35 = 53,510	642,120	15 = 229'02	274,824	26 = 27,520	330,240
<i>Class XII of the Tariff.</i>							
Salt cod and stock fish ..	Kilog.	42,482,624	1,199,513	48,559,551	1,204,276	48,024,203	1,191,000
Rice, without the husk ..	"	12,435,254	149,223	9,716,233	116,594	17,275,619	207,307
Wheat ..	"	238,467,990	2,575,454	98,661,577	828,757	112,088,677	941,544
Wheat flour ..	"	21,477,619	317,864	5,260,378	71,541	7,824,004	106,406
Other cereals ..	"	110,249,206	793,794	48,484,821	271,515	60,368,749	338,065
Sugars—							
Foreign production ..	"	18,899,445	566,983	22,145,140	576,915	5,175,514	132,493
From Cuba and Porto Rico ..	"	18,203,943	480,584	23,201,137	482,583	43,757,173	910,149
From the Philippines ..	"	7,421,339	195,923	8,648,069	179,879	4,174,151	86,822

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Cocoas—							
Of Carúacas, &c.	..	1,748,674	155,282	2,082,451	184,921	1,583,574	140,799
Of Guayaquil	..	3,248,954	253,418	4,480,497	349,478	4,910,574	382,824
Spanish Colonies	..	1,052,898	75,808	895,422	64,470	705,318	50,782
Coffee—							
Foreign	..	356,291	26,365	284,094	19,319	228,246	15,316
Spanish Colonies	..	3,694,973	266,038	4,937,963	306,153	5,079,835	314,949
Cinnamon—							
Celon, &c.	..	255,410	40,865	234,846	37,454	263,711	44,313
Other classes	..	101,906	5,095	122,371	6,118	111,320	5,560
Brandy—							
Foreign	..	613,685	1,841,056	613,554	1,521,614	883,229	2,190,407
Colonial	..	54,881	44,245	43,092	68,947	64,852	103,763
Wines—							
Sparkling	..	167,102	33,420	175,235	34,047	178,300	35,708
Other	..	2,119,267	84,770	747,952	44,877	20,297	121,781
<i>Class XIII of the Tariff.</i>							
Buttons of all sorts, except those of gold and silver	..	301,404	60,280	307,555	61,510	296,880	47,366
Fringes and trimmings—							
Of silk	..	21,027	42,054	14,398	23,786	6,402	12,804
Of wool	..	101,527	40,610	106,748	42,699	87,301	34,964
Of other kinds	..	88,637	28,363	103,748	33,199	76,670	24,534

TOTAL VALUE of Spanish Imports during the years 1883, 1884, and 1885.

1883.		1884.		1885.	
Pescas.	£	Pescas.	£	Pescas.	£
664,028,957	25,761,158	553,204,326	22,128,173	558,096,130	22,323,845

(Table 4.)—COMMERCE: EXPORTS.

STATEMENT of the Quantity and Value of the principal Articles exported from the Peninsula and the Balearic Islands during the years 1883, 1884, and 1885.

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Class I.							
Coal and coke ..	Tons	10,895	4,398	7,237	2,909	4,602	1,840
Sulphuret of lead—
Non-argentiferous ..	Kilog.	12,084,359	203,025	9,230,513	98,681	956,738	10,217
Argentiferous	2,612,680	62,077	15,189,553	361,903
Lead, other minerals of..	..	2,451,933	26,186	2,234,692	21,453	1,391,689	13,383
Zinc, sulphuret of	15,395,740	9,853	7,320,000	7,230	1,970,000	1,970
Potassium, oxide of	30,161,400	25,335	28,360,220	39,691	34,075,190	47,705
Phosphorus	55,772,685	22,309	43,927,867	15,814	22,612,399	8,140
Copper ores	564,564,964	790,390	616,957,878	741,549	785,892,223	943,070
Iron ores	4,225,827,028	1,521,297	3,967,607,024	1,428,338	3,784,543,880	1,362,435
Flag-stones, &c.	1,009,594	8,076	347,102	4,165	246,506	2,958
Glazed tiles	234,388	4,687	156,838	3,124	121,281	2,425
Delft ware, ordinary and fine	..	96,780	3,957	87,833	2,701	35,021	1,120
Class II.							
Iron—
In pigs	30,131,282	98,830	23,185,745	73,121	18,248,395	59,139
In bars	67,710	1,083	82,957	1,325	105,389	1,684
Rails, worn out	17,035,926	48,722	5,857,499	16,406	14,057,124	39,359
Copper slag	23,976,390	767,244	19,339,597	541,508	26,923,655	453,863
	..	75,708	3,573	167,148	7,354	141,138	6,210

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Quicksilver	Kilog.	516,976	93,005	1,192,600	223,850	1,014,889	202,977
Lead—	..						
Argenterous, in pigs	51,594,000	1,204,047	52,004,710	624,056	51,933,851	623,206
Non-argenterous, in pigs	76,895,183	953,500	66,261,880	662,606	65,705,218	657,052
Pipes	13,167	273	722	15	2,729	49
Manufactured in any form	233,645	4,129	190,380	2,665	163,477	2,288
<i>Class III.</i>							
Liquorice—							
Raw	2,091,715	25,100	2,256,643	31,593	2,584,925	36,188
Extracts and paste of	371,455	22,287	509,625	29,558	592,595	34,312
Chloride of sodium	260,053,456	208,012	320,075,997	192,045	199,929,432	119,956
Soap, hard	4,222,811	126,684	4,904,223	137,318	5,719,117	160,135
<i>Class IV.</i>							
Tissues—							
Of white cotton	594,603	130,812	388,215	76,643	498,916	99,783
Dyed and printed cotton	307,583	86,123	346,726	97,083	379,154	106,163
Knitted	288,384	92,282	264,706	62,809	269,812	64,754
<i>Class V.</i>							
Hemp or flax, spun	19,435	1,554	6,171	493	8,477	678
Rope and cordage	597,744	30,451	493,483	25,661	621,998	32,343
Tissues—							
Plain, of hemp or flax	147,198	26,494	93,147	26,081	89,881	25,166
Quilted, of hemp or flax	8,449	2,281	3,716	1,486	4,065	1,626

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Class VI.							
Wool—			£		£		£
Unwashed ..	Kilog.	3,868,801	309,504	3,620,383	260,667	2,755,832	198,419
Washed ..	"	62,168	10,941	16,130	25,808	40	6
Blankets ..	"	9,808	3,137	4,854	1,553	3,937	1,289
Woolen tissues, knitted ..	"	2,812	1,799	3,136	2,007	858	649
Cloth and serges of wool ..	"	49,512	39,609	19,013	15,210	23,625	18,900
Coarse woollen tissues ..	"	26,308	14,732	41,018	22,970	16,820	9,419
Class VII.							
Cocoons (silkworm) ..	"	4,760	3,227	851	476	2,365	1,324
Silk—							
Raw ..	"	42,799	68,478	43,433	79,916	29,272	53,860
Sewing ..	"	13,988	13,523	1,260	2,772	2,389	5,251
Tissues, plain ..	"	8,909	33,854	8,967	34,070	5,684	21,599
Tissues, with pattern ..	"	200	1,160	64	371	1,614	9,361
Class VIII.							
Paper—							
In rolls ..	"	352,913	8,939	353,655	14,146	139,504	5,580
Hand-made ..	"	16,331	1,175	6,690	500	398,586	29,066
Writing ..	"	337,344	20,244	398,357	28,901	149,486	8,969
Cigarette ..	"	1,079,886	99,988	890,077	89,007	892,890	89,289
Books ..	"	519,012	46,711	561,040	67,324	444,528	53,343
Packing paper ..	"	622,675	1,375	414,078	9,109	392,154	8,627
Class IX.							
Cork wood—							
Rough ..	"	2,108,884	..	4,100	24	11,840	71
In thin layers ..	"	..	40,515	2,697,593	51,793	1,588,291	30,495

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Cork wood (<i>continued</i>)—							
In corks ..	Thousands ..	919,618	514,986	920,381	615,413	1,060,976	594,146
Esparto grass—							
Raw ..	Kilog. ..	37,153,330	731,533	34,040,844	272,326	39,685,448	317,483
Manufactured ..	" ..	648,531	7,782	1,276,714	14,520	686,615	8,239
<i>Class X.</i>							
Horses, all kinds ..	Heads ..	528	9,504	416	8,028	342	6,156
Mules ..	" ..	1,402	25,236	1,093	19,674	1,157	20,826
Asses ..	" ..	595	1,428	334	935	258	722
Horned cattle ..	" ..	54,886	834,267	53,038	806,177	51,036	775,747
Sheep ..	" ..	32,099	21,827	15,056	10,238	13,114	8,909
Goats ..	" ..	301	204	227	154	107	72
Pigs ..	" ..	5,888	23,532	2,596	10,384	6,472	25,888
Sole leather ..	Kilog. ..	14,018	2,803	12,762	5,104	19,424	7,769
Hides—							
Raw ..	" ..	23,646	6,608	13,995	3,918	8,661	2,425
Tanned ..	" ..	16,624	9,309	7,949	3,815	18,051	8,664
Five leather ..	" ..	191,926	46,063	168,041	40,329	194,548	46,691
Shoes and boots ..	" ..	662,935	397,760	533,012	321,127	619,135	396,246
<i>Class XII.</i>							
Fish, fresh ..	" ..	448,208	5,227	510,460	5,104	550,263	5,502
Craw-fish, and shell-fish generally ..	" ..	320,359	19,221	204,139	12,248	176,557	10,473
Sardines, salted and pressed ..	" ..	4,333,620	65,871	2,452,733	51,016	3,162,859	65,787
Other fish, salted, smoked, and cured ..	" ..	814,838	39,112	1,527,653	58,050	1,727,993	65,643
Rice ..	" ..	1,314,003	22,075	773,603	30,924	467,858	8,421
Barley ..	" ..	1,651,160	11,227	2,616,288	12,558	393,201	1,887

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Rye ..	Kilog.	2,101,911	15,974	1,043,750	£ 5,845	365,601	£ 2,047
Wheat ..	"	1,803,779	21,645	481,046	4,040	223,189	1,874
Flour ..	"	23,726,558	379,624	25,728,284	349,904	21,472,439	29,202
Chick peas ("Cler arctium") ..	"	4,064,453	87,792	4,106,232	90,337	2,806,125	61,734
Garlic ..	"	2,467,133	65,132	2,107,163	60,684	2,170,147	62,500
Onions ..	"	4,775,460	26,742	4,372,973	26,237	4,774,436	28,646
Kidney bean ..	"	"	"	880	7	18,111	217
Various other vegetables ..	"	5,117,755	42,609	2,113,939	11,867	2,079,004	12,474
Almonds—	"						
In shell ..	"	1,309,531	34,047	1,355,550	35,244	1,635,050	42,509
Shelled ..	"	2,031,358	146,257	1,991,024	122,945	2,068,150	132,359
Walnuts ..	"	5,211,192	118,815	4,878,887	105,383	4,963,474	107,211
American earth-nuts ("Arachys hypogea") ..	"	3,609,709	57,755	1,377,174	20,933	554,066	8,421
Raisins ..	"	35,896,542	861,519	30,158,238	463,481	33,226,797	730,989
Lemons ..	"	2,996,755	20,377	4,710,840	37,686	4,801,654	38,413
Oranges ..	"	98,706,826	868,303	104,864,802	922,810	71,380,547	628,148
Grapes ..	"	11,630,132	292,082	11,923,835	190,781	12,169,210	194,707
Aniseed ..	"	628,135	23,105	500,550	18,420	566,671	20,853
Saffron ..	"	24,020	96,724	34,153	126,787	42,287	156,618
Camellia ..	"	99,225	2,527	82,288	2,501	88,261	2,688
Pepper, red, ground and unground ..	"	846,243	25,387	807,042	30,053	1,243,259	44,757
Oil, common ..	"	26,504,678	954,168	21,306,392	724,417	42,315,709	1,438,734
Brandy—	"						
Ordinary ..	Litres	1,964,849	47,942	1,120,461	26,891	951,551	22,837
Aniseed ..	"	1,359,939	35,358	1,776,569	46,190	653,659	16,995
Spirits of wine ..	"	617,795	21,746	320,607	10,259	828,651	26,516
Wine (see Table, p. 31) ..	"	766,147,293	12,364,948	651,056,329	10,823,463	694,445,928	10,836,920
Smooth-podded tare ("Ervum tetrast pernum") ..	Kilog.	757,393	3,332	37,594	165	61,666	271
Canary seed ..	"	1,031,840	10,731	1,662,043	18,614	978,539	10,959

Articles.	Weights and Measures.	1883.		1884.		1885.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Preserves, all kinds ..	Kilog. ..	3,972,879	£ 317,930	2,927,661	£ 204,936	3,440,375	£ 240,824
Sausages ..	" ..	205,250	32,840	166,891	33,378	137,961	27,592
Pastes for soup (vermicelli) ..	" ..	956,779	20,666	1,097,133	25,453	967,593	38,703
<i>Class XIII.</i>							
Lucifer matches ..	" ..	19,110	£ 2,293	17,837	1,426	15,177	1,214
Playing cards ..	" ..	183,211	87,941	173,498	41,639	91,012	21,843
Total value ..	" ..	..	26,883,389	..	22,944,067	..	24,281,934

WINE EXPORTS.

Class.	Destination.	Measures.	1893.		1894.		1895.	
			Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ordinary wines	France ..	Litres ..	586,830,143	7,746,157	476,179,314	6,856,982	525,373,702	7,565,381
	Great Britain ..	" ..	7,637,822	100,819	8,634,745	124,340	9,763,996	140,601
	Other countries ..	" ..	130,693,482	1,725,154	130,810,502	1,883,671	130,512,776	1,879,383
	Total ..	" ..	725,161,447	9,572,130	615,624,561	8,964,993	665,650,474	9,585,365
Sherries ..	France ..	" ..	3,883,581	310,686	2,892,230	173,533	2,934,692	176,081
	Great Britain ..	" ..	15,587,711	1,247,016	14,557,723	873,463	10,423,479	625,408
	Other countries ..	" ..	7,763,123	621,049	6,964,784	417,897	5,425,868	325,552
	Total ..	" ..	27,234,418	2,178,751	24,414,737	1,464,893	18,784,089	1,127,041
Generous wines	France ..	" ..	6,465,702	289,663	6,040,731	270,624	5,763,755	268,216
	Great Britain ..	" ..	674,392	30,212	493,895	32,126	472,930	21,187
	Other countries ..	" ..	6,611,334	296,187	4,482,905	200,834	3,774,780	168,707
	Total ..	" ..	13,751,428	615,962	11,017,531	493,584	10,011,415	448,110

Foreign trade,
1860-84 :
showing great
increase of.

Table 1, Commercial, shows the commercial movement between Spain and Great Britain and Spain and France from 1860 to 1884, both years inclusive, during which period both the imports and exports have more than doubled.

The trade with Great Britain has advanced from 6,919,661*l.* in 1860, to 13,273,534*l.* in 1884.

That with France, from 6,307,690*l.* in 1860, to 17,871,156*l.* in 1884.

The total imports and exports of Spain, which in the year 1860 amounted to 25,815,168*l.*, rose in 1884 to 55,953,447*l.*, or considerably over double.

It must be admitted that this result is highly satisfactory; and yet in England, where, strangely enough, Spain is such a *terra incognita*, Spanish progress, whether it be commercial or financial, is discredited.

In a work recently published by Mr. George Higgin, a civil engineer well acquainted with the Peninsula, entitled "Commercial and Industrial Spain," the author writes as follows.

Alluding to the ignorance existing in England about Spain and its people he says :—

"The land that produced Cervantes, Lope de Vega, and Calderon amongst writers; Murillo, Velazquez, and Ribera amongst painters, not to mention a host of minor writers and painters who would have made the literary and artistic fortune of less favoured lands; the land that sent forth the warriors that discovered and conquered the new world, that alone amongst the nations of the earth has been able to compete with England in colonization, this land is the one about which the English nation least concerns itself at the present day, about which it knows less, or, at all events, about which its knowledge is most superficial and least reliable."

These remarks are, perhaps, highly coloured; still, it must be allowed that much ignorance prevails in England with respect to Spain, and I fear that neither Mr. Higgin's excellent work nor the writers of official Reports will be able easily to eradicate the prejudices which have so long existed amongst English capitalists against Spanish "ventures."

From all that I have learnt here from foreigners engaged in business, I gather that there is a very large field for private enterprise, and that in many respects

there are few countries in which the foreigner is more justly dealt with than in Spain.

As I have already remarked in another section of this paper, my belief is that a few years of quiet and good and stable government would probably see this great country and its gifted people advancing in a manner anticipated only by those acquainted with the vastness and elasticity of its resources.

On turning to Table 2, Commercial, it will be seen that the total imports and exports of Spain in the period 1860-84 are valued at 1,002,018,570*l.*, of which Great Britain's quota was 288,252,347*l.*; and that of France, 295,150,273*l.*; thus the combined trade of those countries with Spain amounted to nearly three-fifths of her whole foreign commerce.

An examination of Table 3, Commercial, shows that the last two years of commercial depression have considerably affected the Spanish import trade. In 1883 it was valued at 25,761,158*l.*; in 1884 at 22,128,173*l.*; and in 1885 at 22,323,845*l.* Thus, although there was a slight improvement last year over the preceding one, amounting to 195,672*l.*, it fell short of 1883 by 3,437,313*l.*

Imports, 1883-85.

Taken as a whole, the fluctuations in import values in the years 1884 and 1885 were not great. Those showing any marked increase in the latter as against the former year were: Glassware, 8,381*l.*; indigo, 30,000*l.*; soda, 548*l.*, or nearly double; raw and prepared leathers, 366,688*l.*; wheat, flour, and other cereals, 214,202*l.*; wines, 6,904*l.*

There was a falling-off in the following imports as compared with 1884, viz., coal, 53,689*l.*; iron, 131,617*l.*; raw cotton, 211,479*l.*; manufactured cotton, 11,036*l.*; raw hemp, 1,387*l.*; manufactured hemp, 582*l.*; raw silk, 23,520*l.*; manufactured silk, 13,065*l.*; paper (all sorts), 52,842*l.*; sugars, 109,913*l.*; steam-engines and railway-plant, 302,579*l.*; alkaloids and their salts, 10,568*l.*; sulphur, 14,736*l.*; and chemical products, 3,669*l.*

The accompanying figures are interesting as showing the immense leap made by the Spanish wine exports during the last thirty years:—

Spanish wine exports, 1855-84.

Years.			Value.
			£
1855-59	..	..	15,148,791
1860-64	..	..	17,011,291
1865-69	..	..	17,198,485
1870-74	..	..	30,260,007
1875-79	..	..	28,865,071
1880-84	..	..	57,544,005

Thus, during the period 1855-84 the wine exports are valued at 175,799,236*l.*, and during 1883-84 they nearly doubled those of the preceding five years, the net average being about 11,500,000*l.* per annum.

Exports, 1883-85.

Table 4, Commercial, gives the total Spanish export trade during the three years 1883, 1884, and 1885.

In 1883 it is valued at 26,833,389*l.*; in 1884 at 22,944,067*l.*; and in 1885 at 24,281,934*l.*

As was the case with the imports, a considerable falling-off (2,551,455*l.*) is observable in the latter as compared with the year 1883, whilst the improvement in 1885 over the preceding year amounted to 1,337,857*l.*

On comparing the year 1884 with 1885 these figures show that the export of the following items has increased in the latter year thus: Coal and coke, 1,069*l.*; sulphate of lead, non-argentiferous, 88,464*l.*; copper ore, 201,521*l.*; oxide of potassium, 8,014*l.*; cotton, raw and manufactured, 34,165*l.*; swine, 15,504*l.*; leather, of all kinds, 87,502*l.*; sardines, fish, fresh and salted, 20,987*l.*; almonds, in shell and shelled, 16,679*l.*; raisins, 267,508*l.*; saffron, 29,829*l.*; common oil, 714,217*l.*; preserves, 35,888*l.*; wine, ordinary, 720,322*l.*; spirits of wine, 16,257*l.*

The articles of export which have decreased in 1885 as compared with 1884 were—

Sulphate of lead, argentiferous, 299,826*l.*; lead, 8,050*l.*; zinc, 5,260*l.*; iron ore, 65,903*l.*; iron, manufactured, 15,633*l.*; flag stones, 1,207*l.*; glazed tiles, 699*l.*; delft ware, 1,581*l.*; quicksilver, 20,873*l.*; chloride of sodium, 72,089*l.*; wool, all sorts, 99,763*l.*; silk, all sorts, 22,610*l.*; rice, 22,503*l.*; flour, wheat, rye, and barley, 348,337*l.*; oranges, 12,512*l.*; brandies, 4,054*l.*; sherries, 337,852; generous wines, 55,073*l.*

Spanish Trade with Germany.

One of the most remarkable features in the commercial movement in this country during the last five years is the impetus given to the German export trade to Spain. As will be seen from the following figures, it has bounded from 2,053,752*l.* in 1881 to 3,547,169*l.* in 1884, and that in spite of universal depression of trade. Were reliable statistics forthcoming, the increase up to date (May 1886) would be equally suggestive of the German race for commercial supremacy in the Peninsula.

GERMAN Exports to Spain.

					£
1881	..	..	..	..	2,052,752
1882	..	..	..	..	3,309,661
1883	..	..	..	..	3,466,603
1884	..	..	..	..	3,547,169

SPANISH Exports to Germany.

					£
1881	..	..	..	..	348,717
1882	..	..	..	..	283,865
1883	..	..	..	..	403,947
1884	..	..	..	..	302,634

Spanish economists are alarmed at the abnormal disproportion between the imports and exports, the latter falling short of the former by over nine-tenths.

Excessive imports into Spain.

In 1865 the whole export and import trade with Prussia and the German States amounted to only 147,063*l.*, so that in twenty years it has actually increased over twenty-six fold.

There is said to be a growing anti-German feeling in Spain in respect to that country's too successful commercial competition in the Peninsula. Complaints are frequently made against the "Brummagem" and "shoddy" quality of goods supplied by Germany, and this holds good especially as regards drugs and pharmaceutical products in general, of which 44,927*l.* worth were exported to Spain in 1884.

The German commercial traveller is indefatigable throughout the Peninsula, and being well backed and supported, makes considerable headway against his English and French rivals.

Commercial travellers.

I have been assured that a practice obtains here, which, if true, is highly reprehensible.

Fraudulent
trade marks.

A enters a shop and asks for English goods, let them be haberdashery, perfumery, or what not; the shop assistant produces articles which A perceives are not of British manufacture, and, on saying so, the assistant points to the trade label written in English. A case of this kind occurred recently to a friend of mine, who protested that the goods were palpably of German make. The shopkeeper admitted that this was so, adding that the deception was practised to insure a ready sale at enhanced prices.

German
commercial
travellers.

Now that a commercial *modus vivendi* has been arrived at between Great Britain and Spain, it is to be hoped that our trade with the Peninsula and the Colonies will be rapidly extended. A leaf might, however, be advantageously taken out of the books of German commercial travellers and agents in this country. Numbers of young men destined for business careers are sent over to Spain and placed in Spanish houses to learn the language and to study the tastes of the people—a task of easy accomplishment attainable with an ordinary share of intelligence within a twelve-month. It stands to reason that a commercial traveller or agent enjoying these advantages is more than a match for one who can only recommend his wares through the medium of an interpreter or by the mere exposure of his price list; and if we hope to fight Germany successfully on the field of commerce we must adopt her excellent and intelligible plan of educating foreign commercial agents.

At Malaga there is quite a German colony of young business men, who, after a year or two's residence there, return home well prepared for entering into the employ of firms having commercial relations with Spain.

I fear the above remarks have a strong smack of plagiarism about them, though in reality they were noted down before the recent debate took place in the House of Commons on "trade and diplomacy."

In view of the commercial *modus vivendi* alluded to above, I have, perhaps, overstepped the limits customary in a General Report, and have, in the accompanying Tables, marked "Commerce," 5 and 6, given every item, their quantities and prices, of Spanish-German

trade during the year 1884, my data being the latest statistics published by the Spanish Government.

(Table 5.)—COMMERCE: Spanish Trade with Germany for the Year 1884.

IMPORTS.

Articles.	Weights and Measures.	Quantity.	Value.
			£
<i>Class I of the Tariff.</i>			
Marble, porphyries, alabaster of all kinds, manufactured into articles, polished or unpolished	Kilog. ..	94,464	1,511
All other stone and earths for building purposes, arts, and industries	" ..	1,963,193	3,533
Pitch and tar, asphalte, bitumen, extracts and raw oils of	" ..	210,363	1,093
Blown glass, common	" ..	418,267	5,019
Cut glass, and imitations of, whether silvered or gilt	" ..	235,048	15,039
Glass and plate glass, in panes	" ..	118,775	3,800
Glass and plate glass, quicksilvered, eye-glasses, and watch-glasses	" ..	9,475	1,212
Clay for bricks and tiles, for building purposes and ovens	" ..	669,889	1,959
Stoneware and fine earthenware.. ..	" ..	117,681	6,825
Chinaware	" ..	53,472	5,347
<i>Class II of the Tariff.</i>			
Gold, jewellery, with or without pearls and precious stones	Hectog. ..	1,032	20,640
Silver, jewellery, with or without pearls and precious stones	" ..	1,316	3,684
Gold, silver, and platinum, worked into ornaments	" ..	3,469	3,330
Iron, wrought, various manufactures of ..	Kilog. ..	121,208	1,139
Iron, cast, fine wares of, including polished or japanned, or ornamented with other metals	" ..	79,108	1,898
Iron and steel, wrought, in bars	" ..	1,181,012	7,086
Iron and steel, wrought, in sheets from 6 millim. thick, and rivets	" ..	262,655	2,416
Iron and steel, wrought, in bars of any shape, in sheets up to 6 millim. thick, axles, tyres, plates, carriage springs, and iron hoops.. .. .	" ..	662,905	7,127
Iron and steel wire	" ..	741,234	11,266
Iron nails and screws, including those with brass heads	" ..	76,239	1,768
Iron, wrought, tubes	" ..	96,104	1,114
Iron manufactures of all kinds not enumerated in Tariff, including enamelled goods, and those of composite metals, and iron tubes sheathed with brass ..	" ..	667,311	21,057
Tin, manufactures of	" ..	38,672	3,140
Needles, steel pens, parts of watches, and similar articles of iron and steel ..	" ..	3,565	2,852

Articles.	Weights and Measures.	Quantity.	Value.
			£
Cutlery, carving-knives, razors, pen-knives, of iron or steel	Kilog. ..	25,696	7,707
Tailors' scissors	" ..	3,541	2,124
Copper, bronze, brass, and all alloys of common metals, of which copper forms a part, in hardware, polished or unpolished.	" ..	58,607	9,377
The above metals and alloys, gilded, silvered, or nickel-plated	" ..	8,947	3,578
Zinc, manufactured, polished or unpolished.	" ..	34,116	1,637
All other metals and alloys manufactured, not enumerated, polished or unpolished..	" ..	104,259	4,670
<i>Class III of the Tariff.</i>			
Cocoa and palm-oils, and other vegetable oils	" ..	396,075	12,991
Other products of the vegetable kingdom not enumerated under other headings ..	" ..	142,278	7,113
Dyes, extracts	" ..	120,358	4,814
Varnishes	" ..	25,707	2,056
Colours, in powder or lump	" ..	540,477	17,295
Colours, prepared and inks	" ..	24,589	1,573
Colours extracted from coal, and other arti- ficial colours	" ..	93,583	37,433
Alkaloids, and their salts	" ..	116	1,394
Alkaline carbonates, and caustic alkaloids and salts of ammonia	" ..	116,334	1,193
Nitrate of potash	" ..	820,233	19,518
Sulphate of ammonia and nitrate of soda ..	" ..	353,855	3,538
Pharmaceutical products not specified ..	" ..	5,855	1,171
Chemical products not specified	" ..	452,846	18,113
Starch	" ..	377,358	8,301
Flours for industrial purposes, dextrine and glucose	" ..	8,121,802	110,456
Paraffine, stearine, waxes, spermacetti, in lump	" ..	358,249	21,494
Ditto, manufactured	" ..	132,896	9,568
Perfumery and essences	" ..	23,926	7,656
Gunpowder, explosive compounds, and fuses for mines	" ..	141,474	16,976
<i>Class IV of the Tariff.</i>			
Cotton, spun and twisted with 3 or more threads, unbleached, bleached, or dyed ..	" ..	16,867	4,722
Tissues, close woven, plain, unbleached, bleached, or dyed, in pieces or kerchiefs up to 25 threads inclusive	" ..	40,669	8,133
Tissues, close woven, embroidered	" ..	4,313	1,121
Tissues, close woven, printed, twilled, worked in the loom up to 25 threads	" ..	115,908	33,613
Tissues, close woven, transparent or muslins, cambric, lawn, organdies, and gauzes of all kinds	" ..	3,577	1,216
Quiltings and piqués	" ..	13,008	4,162
Velveteens, corduroys, and other double tissues for wearing apparel	" ..	57,309	20,631
Lace, crochet excepted.. .. .	" ..	1,438	1,380
Crochéd tissues in the piece, and under- clothing of same	" ..	17,589	4,924
Crochéd tissues, hosiery, gloves, &c. ..	" ..	24,172	7,735

Articles.	Weights and Measures.	Quantity.	Value. £
<i>Class V of the Tariff.</i>			
Hemp, raw and hackled	Kilog. ..	145,507	5,645
Flax, raw and hackled	" ..	25,395	1,117
Yarn of hemp and flax	" ..	248,217	39,714
Rope and cordage	" ..	74,796	2,991
Tissues, plain, of hemp and flax, with or without mixture of cotton, from 11 to 24 threads inclusive	" ..	4,944	2,373
Tissues of hemp and flax, twilled and figured	" ..	2,728	1,091
<i>Class VI of the Tariff.</i>			
Bristles, horse-hair, and hair, including camel's hair, vicuna, and Angora, and Cashmere goats	" ..	8,404	1,176
Worsted, spun, twilled, washed, or bleached	" ..	3,656	1,462
Worsted, dyed	" ..	14,652	6,409
Carpets of pure wool, or with mixture of other material	" ..	16,462	2,633
Felt carpets of wool, or mixture of other materials	" ..	17,657	2,401
Tissues, knitted, with or without mixture of cotton or other vegetable fibre	" ..	116,498	74,558
Cloths and other tissues of the same kind, of pure wool, waste wool, hair, or mix- ture of other materials	" ..	42,314	33,851
Cloths and other tissues having the warp entirely of cotton or other vegetable fibre, Astrakan, and plushes of same material ..	" ..	60,896	29,230
All other tissues of pure wool, waste wool, hair, or mixtures of these materials	" ..	64,559	43,900
Tissues of pure wool, embroidered	" ..	14,308	12,648
Ditto, with warp entirely of cotton or other vegetable fibre	" ..	121,564	48,625
<i>Class VII of the Tariff.</i>			
Silk, twisted	" ..	745	1,937
Silk, floss, twisted	" ..	2,815	4,480
Tissues of silk, plain and twilled	" ..	895	3,400
Tulles, laces, edgings, of silk or floss silk ..	" ..	1,083	5,848
Tissues of silk or floss silk, knitted	" ..	590	1,699
Velvets, plush of silk or floss silk, with whole warp of cotton or other vegetable fibre	" ..	7,739	15,468
Tissues of silk or floss silk with warp of cotton or other vegetable fibre	" ..	9,617	10,370
<i>Class VIII of the Tariff.</i>			
Paper in rolls, unsized and half sized for printing	" ..	2,580,210	92,856
Paper, writing, lithograph, and engraving ..	" ..	66,412	3,719
Paper, cut, hand-made, and ruled	" ..	23,030	1,842
Engravings, maps, and designs	Kilog. ..	13,761	13,761
Paper, stamped with gold, silver, flock, or crystal	" ..	5,979	1,198
Paper, stamped, of other kinds	" ..	30,679	1,349
Faking paper, brown paper, emery paper ..	" ..	347,527	6,950
Other papers not specified in Tariff	" ..	69,345	8,321

Articles.	Weights and Measures.	Quantity.	Value.
			£
Pasteboard, in sheets, in boxes lined with common paper, and unfinished articles of same	Kilog. ..	660,274	8,451
The above articles finished, and pasteboard boxes, with ornaments, and lined with fine paper or other material	„ ..	8,484	2,375
<i>Class LX of the Tariff.</i>			
Common woods in boards, cut, planed, and dovetailed for boxes or flooring; planks, rafters, beams, rounded masts, and timber for ship building	Cub. metre	2,562	5,120
Casks, whole or in pieces	Kilog. ..	918,581	14,697
Common woods made into articles of all kinds, rough or planed, painted or varnished; mouldings, varnished or sized ready for gilding; bent wood furniture, painted, stained, or varnished	„ ..	282,044	22,563
Fine woods made into furniture or other articles of the same, turned, cut, or carved, polished or varnished; the same of common woods, veneered with fine woods; the same upholstered, except with silk or leather, and with gilt mouldings..	„ ..	306,088	27,557
Ditto, in gilt objects, inlaid, veneered with mother-of-pearl and fine material, and with metal mouldings, and those upholstered with silk or leather	„ ..	5,863	1,312
<i>Class X of the Tariff.</i>			
Skins and hides, untanned	„ ..	259,580	22,843
Patent leathers, cow hide, tanned and dressed	„ ..	115,916	83,459
Other hides, tanned and dressed, including sole leather	„ ..	20,720	8,702
Bands for machinery	„ ..	12,590	4,532
Other articles of leather, lined with leather	„ ..	4,807	4,807
Animal fats	„ ..	80,988	2,591
Guano and other manures	„ ..	2,940,374	29,403
Pigs' gut, cured	„ ..	41,262	3,300
<i>Class XI of the Tariff.</i>			
Pianos	Pieces ..	354	11,328
Common clocks, with weights and alarms	„ ..	6,109	1,466
Agricultural machines	Kilog. ..	78,932	2,841
Locomotive engines	„ ..	1,377,732	66,131
Engines and separate parts of, &c.	„ ..	1,222,543	62,105
Iron and steel ships and those of composite build, of any tonnage	{Ships .. Tons ..	{1 1,115}	13,390
<i>Class XII of the Tariff.</i>			
Pork and lard, including bacon	Kilog. ..	155,180	6,641
Butter (cows)	„ ..	135,474	20,592
Rice, cleaned	„ ..	2,306,671	27,680
Wheat flour	„ ..	333,328	4,533
Dried vegetables	„ ..	5,472,551	52,536
Sugar	„ ..	12,333,337	315,733

Articles.	Weights and Measures.	Quantity.	Value.
Cocoa (Guayaquil) and other similar sorts..	Kilog. ..	47,910	£ 3,736
Cinnamon and other spices	" ..	23,069	1,152
Corn and potato brandies	Litres ..	53,541,991	1,327,841
Beer and cyder	" ..	226,270	4,253
Cheese	Kilog. ..	24,904	1,992
<i>Class XIII of the Tariff.</i>			
Jewellery, sets of, trinkets of all kinds, except that of gold or silver	" ..	3,022	6,044
Walking-sticks, umbrellas, and parasols ..	Pieces ..	81,468	4,888
Buttons of all kinds, except those of gold or silver	Kilog. ..	78,423	15,684
Cartridges for licensed fire-arms	" ..	15,116	4,716
Boxes and cases of fine woods and of leather, lined with silk, and others of similar kinds, with or without fittings, for writing, sewing, toilet, perfumery, liquors, and articles of food	" ..	2,366	2,839
India-rubber in sheets; lengths, or tubes ..	" ..	16,294	6,517
„ manufactured into any shape or article	" ..	13,973	7,265
Games, toys, excepting those of tortoise- shell, ivory, mother-of-pearl, gold, or silver	" ..	60,305	14,473
Silk trimmings	" ..	594	1,188
Woollen trimmings	" ..	10,173	4,069
Trimmings of all other kinds	" ..	19,400	6,208
India-rubber tissues with mixture of other materials	" ..	16,058	8,992
Ready-made clothing—			
Cotton	" ..	12,938	5,748
Hemp	" ..	2,228	1,431
Wool	" ..	19,332	6,872
Silk	" ..	823	4,668
<i>Conventional Duties.</i>			
Mounted carts imported for exporting na- tional goods	" ..	151,372	2,421
Carts in which goods are imported	" ..	1,102,530	17,640
Empty sacks	Pieces ..	124,303	4,972
Railway-plant upon which special duty has been paid—			
Special Tariff No. 1 .. ..	..	3,345,623	133,824
Special Tariff No. 2 .. ..	..	30,240	1,209
Railway-plant and materials for public works, Tariff duty of which has been paid in cash .. ..	..	525,859	21,035
Ditto, paid by bills to be renewed .. ..	..	601,167	24,046
Other articles .. ..	..	..	38,433
Total value of imports from Germany ..	..	..	3,547,169
„ exports to Germany ..	..	..	302,671
Excess of imports over exports ..	..	..	3,244,498

(Table 6.)—COMMERCE: Spanish Trade with Germany for the year 1884.

EXPORTS.			
Articles.	Weights and Measures.	Quantity.	Value.
			£
<i>Class I.</i>			
Copper ore	Kilog. ..	1,854,050	2,224
<i>Class II.</i>			
Iron, wrought, in pigs	" ..	821,290	2,660
Copper slag	" ..	402,282	11,263
Lead, poor, in pigs	" ..	172,207	1,722
<i>Class III.</i>			
Vegetable products not enumerated	" ..	31,546	1,388
Cream of tartar	" ..	14,310	1,717
Sulphur	" ..	219,972	1,055
<i>Class VI.</i>			
Wool, unwashed	" ..	27,052	1,947
<i>Class VIII.</i>			
Cigarette paper	" ..	14,373	1,437
<i>Class IX.</i>			
		167,018	2,672
<i>Class X.</i>			
Skins of animals, with the hair	" ..	30,669	2,453
Ditto, cured, and skins untanned	" ..	52,429	3,355
Manures of all kinds	" ..	280,000	3,360
Sheep skins, prepared as morocco leather and dressed	" ..	4,668	1,120
<i>Class XII.</i>			
Almonds, in the shell	" ..	34,853	2,230
Figs, dried	" ..	192,843	2,005
Raisins	" ..	360,011	7,920
Lemons	" ..	765,768	6,126
Oranges	" ..	3,458,229	30,432
Saffron	" ..	365	1,343
Common oil	" ..	1,113,007	37,842
Wines, common	Litres ..	5,136,900	73,969
Sherries and their like	" ..	786,796	47,207
Sweet wines	" ..	954,572	42,764
Preserves, various	Kilog. ..	26,372	1,846
Other articles not enumerated .. .. .	" ..	..	10,564
Total value of exports to Germany .. ..	..	..	302,671
„ imports from Germany .. .. .	..	..	3,547,169
Excess of imports over exports .. .. .	..	..	3,244,498

Mining in Spain.

The soil and rock of the Peninsula abounds in mineral wealth, and, were capital and enterprise forthcoming, Spain would have no occasion for importing either ores or manufactured metals.

The following is the comprehensive list of minerals common to Spain :—

Iron and argentiferous iron, arsenical pyrites, ochres, lead and argentiferous lead, copper and argentiferous copper, silver, gold, tin, zinc, copperas, alkaline salts, quicksilver, antimony, cobalt, manganese, coprolitic earths, sulphate of baryta, alum, graphite, amber, anthracite, bitumen, common salt, sulphate of soda, hinojosa-topaz, phosphate of lime, lithographic limestone, fluorspar, steatite, kaolin, amienthus, asbestos, argillite or plastic clay, sulphur, coal, lignite, peat, bitumenous shale, asphaltum, petroleum (traces of), naphtha, and a variety of mineral waters.

List of
minerals in the
Peninsula.

According to the latest statistics, published in the form of a Report by the Director-General of Agriculture, Industry, and Commerce, dated 1884 (the latest published), the following additions were made in 1882 to the registered mining properties, viz., 539 Concessions of all kinds, embracing an area of 24,435 acres.

On the 31st December of that year there was a registered total of 17,346 mines, 96 partly-worked or temporarily-abandoned mines, 13 slag-refuse heaps, and 35 mines under examination, over a total area of 1,299,345 acres.

Number of
mines.

The operatives employed by the remunerative Concessions amounted to 61,068 men, 2,404 women, and 10,933 boys, making a total of 74,405, being 8,211 more than in 1881. The steam-power was represented by 11,387 horse-power.

The mines—as distinct from the total Concessions—in activity employed 11,205 men, 804 women, and 2,127 boys; total, 14,136 operatives. In these mines were working 67 hydraulic and 277 steam-engines, of 1,185 and 2,218 horse-power respectively.

In 1881 there was an increase of production of the following minerals, viz.: 1,223,612 tons of iron ore, 9,442 tons silver ore, 264,901 tons copper ore, 14,442 tons zinc ore, 3,118 tons quicksilver ore, 26 tons

Ores and
metals.

antimony ore, 9,325 tons sulphate of soda ore, 1,109 tons phosphate of lime ore, 1,405 tons alum ore, 7,346 tons sulphur ore, 387 tons of asphaltum ore. Sulphate of baryta remained stationary; and as regards gold and silver ores, as well as that of tin, a slight increase was observable.

On the other hand, there was a falling-off in the following minerals, viz.: 1,120 tons of lead ore, 2,236 tons of argentiferous lead ore, 30 tons of lead and zinc, 30 tons of argentiferous copper, 120 tons of nickel, 62 tons of cobalt, 2,539 tons of manganese, 37,807 tons of common salt, 5,893 tons of coal, 734 tons of lignite, 400 tons of peat, and 366 tons of kaolin.

The increase of raw metals was as follows, viz.: 5,670 tons of pig-iron, 1,961 tons of wrought iron, 22,678 tons of silver, 282 tons of zinc, 8 tons of antimony, 50 tons of "orpin," 671 tons of crystallized sulphate of soda, 56 tons of alum, 1,189 tons of sulphur, 256 tons of asphaltum, and 8,368 tons of hydraulic cement. The production of sulphate of baryta remained unchanged.

The decrease in the production of raw metals in 1881 was as follows, viz.: 1,942 tons of lead, 391 tons of argentiferous lead, 629 tons of copper, 107 tons of quicksilver, 1,800 tons of crushed alabaster.

The total value of the whole production was 4,553,677*l.*, showing an increased value over the previous year of 233,666*l.*

In addition to the above, old rails were exported to the following countries, viz.: England, Italy, Morocco, Portugal, and the United States—27,908 tons, valued at 79,816*l.*

To Ceuta, France, Cuba, the United States, Mexico, Philippine Islands, 1 ton 707 kilog. of steel weapons were exported, valued at 1,126*l.*; and to France, Cuba, Porto Rico, Ecuador, Mexico, Colombia, St. Domingo, Uruguay, Venezuela, the Danish West Indies, the Dutch possessions in South America, and to the Philippine Islands, 59 tons 72 kilog. of fire-arms, valued at 70,892*l.*

The following Table 1, "Mining," shows the quantity of minerals raised in 1882, and gives general details respecting the mines.

Table 2, "Mining," deals with the ores and metals exported from the Peninsula and the Balearic Islands during the year 1882, showing their destination.

(Table 1.)—MINING: Quantity and Value of Minerals raised in 1882, and General Details respecting the Mines.

Minerals.	Productive Concessions.			Area.		Operatives.			Steam-power.		Production.	
	Mines.	Rubbish heaps.	Slag heaps.	Acres.		Men.	Women.	Boys.	Number.	Horse-power.	Tons.	Value at Mine.
Iron...	807	...	...	31,680		12,867	406	2,728	12	101	4,735,293	470,680
Lead	993	89	13	21,073		16,407	435	4,341	227	5,662	341,318	1,797,964
Silver	127	...	...	2,797		4,040	90	279	75	1,562	22,425	1,196,078
Gold	17	...	...	145		607	35	119	12	302	18,349	71,166
Copper	2	...	...	45		34	...	6	1	2	300	860
Tin...	29	...	...	11,152		12,820	440	1,072	39	1,489	1,720,833	755,903
Zinc	3	...	...	90		2	...	...	...	...	0,230	10
Quicksilver	104	...	...	2,157		1,720	108	319	19	122	57,843	77,152
Antimony	13	...	...	491,065		2,924	1	315	5	142	27,037	39,633
Cobalt	4	...	...	32		17	...	...	...	...	30	250
Manganese	40	...	...	72		12	...	6	...	...	40.1	1,046
Common salt	56	...	...	1,127		223	91	53	1	8	5,668	9,115
Suphate of soda	5	...	...	1,533		405	78	90	2	8	112,892	54,279
Suphate of soda baryta	1	...	...	106		34	1	19	...	...	13,625	2,740
Phosphate of lime	8	...	...	15		4	...	...	...	...	800	160
Alum	4	...	...	257		446	119	110	8	102	21,070	12,642
Coal	480	2	...	77		83	...	22	...	...	8,180	818
Lignite	52	...	...	77,145		7,160	689	1,201	77	1,907	1,165,517	555,187
Peat	1	...	...	5,992		518	31	88	3	30	30,738	14,901
Arphallum	2	...	...	77		9	...	...	...	...	200	20
Kaolin	1	...	...	96		7	...	...	...	...	493	160
Mineral waters	63	...	...	(?)		33	(7)	...	...	...	90	96
Argenterous copper	1	...	...	672		40	...	4	...	...	(? Litres)	10,806
Sulphur	28	...	...	1,410		667	139	...	...	...	50	2,000
Total	2,841	91	13	648,813		61,063	2,404	10,933	481	11,387	...	4,114,691

(Table 2.)—MINING: Ores and Metals exported from the Peninsula and the Balearic Islands during the year 1882, showing their Destination.

Destination.				Quantity.		Valuo.	Duty.
				Tons.	kilog.	£	£
<i>Iron Ore.</i>							
Germany	..	..	..	1,372	000	823	..
Belgium..	..	..	..	103,042	000	61,825	..
France ..	..	..	..	453,790	000	272,274	..
Holland..	..	..	..	494,971	000	296,982	..
England..	..	..	..	2,775,832	000	1,665,899	..
Italy ..	..	..	..	394	000	236	..
Norway ..	..	..	..	675	000	405	..
United States	..	..	..	195,158	000	117,094	..
				4,025,234	000	2,415,038	
<i>Argentiferous Galena (with Duty).</i>							
Belgium	..	..	..	3,320	840	55,790	1,660
France ..	..	..	..	901	125	15,138	450
England..	..	..	..	2,214	190	37,198	1,107
Portugal..	..	..	..	142	923	2,441	71
Cuba ..	..	..	..	4	320	72	2
				6,583	398	110,639	3,290
<i>Argentiferous Galena (Free).</i>							
Belgium	..	..	..	2,503	000	42,050	..
France ..	..	..	..	1,108	333	18,620	..
				3,611	333	60,670	
<i>Lead Ore.</i>							
Belgium	..	..	..	1,901	000	31,936	..
France ..	..	..	..	503	000	8,450	..
				2,404	000	40,386	
<i>Copper Ore.</i>							
Germany	..	..	..	80	000	224	..
Belgium	..	..	..	10	000	28	..
France ..	..	..	..	294	000	823	..
England..	..	..	..	567,471	000	1,588,918	..
Portugal..	..	..	..	17	000	47	..
United States	..	..	..	3,569	000	9,993	..
				571,441	000	1,600,033	
<i>Calumine.</i>							
Belgium	..	..	..	9,197	000	18,394	..
France ..	..	..	..	16,633	000	33,266	..
England..	..	..	..	651	000	1,302	..
				26,481	000	52,962	

Destination.				Quantity.		Value.	Duty.
				Tons.	kilog.	£	£
<i>Blende.</i>							
Belgium	..	..	..	8,940	000	17,880	..
England..	..	..	..	3,280	000	6,560	..
				12,200	000	24,480	
<i>Antimony Ore.</i>							
England..	..	..	..	44	000	519	..
Portugal..	..	..	..	2	000	23	..
				46	000	542	
<i>Manganese.</i>							
Austria ..	..	..	..	80	000	320	..
Belgium ..	..	..	..	150	000	600	..
France ..	..	..	..	210	000	840	..
England..	..	..	..	2,917	000	11,668	..
				3,357	000	13,428	
<i>Phosphate of Lime.</i>							
France ..	..	..	..	9	000	3	..
England..	..	..	..	60	000	24	..
Portugal..	..	..	..	42,804	000	17,121	..
				42,873	000	17,148	
<i>Iron, Wrought, in bars.</i>							
Belgium	..	..	..	100	000	350	..
France ..	..	..	..	6,458	400	22,640	..
Holland ..	..	..	..	4,948	345	17,319	..
England..	..	..	..	601	000	2,103	..
Morocco..	:	..	..	0	368	1	..
				12,108	113	42,413	
<i>Argentiferous Lead, bars, with Duty.</i>							
France ..	..	..	..	9,772	751	226,727	3,909
England ..	..	..	..	20,394	057	473,142	8,157
Portugal..	..	..	..	31	435	729	12
				30,198	243	700,598	12,078
<i>Argentiferous Lead free of Duty.</i>							
France ..	..	..	..	11,369	065	263,762	..
				11,369	065	263,762	
<i>Lead, poor, in bars.</i>							
Germany	..	..	..	228	985	3,022	..
France ..	..	..	..	23,266	115	307,112	..
Holland ..	..	..	..	202	500	2,673	..
England..	..	..	..	49,538	765	653,911	..
Gibraltar	..	..	..	3	050	40	..
Portugal..	..	..	..	342	260	4,517	..
Cuba ..	..	..	..	12	155	180	..
Porto Rico	..	..	..	4	050	53	..
Ecuador..	..	..	..	2	463	32	..
				73,600	343	971,520	

Destination.	Quantity.		Value.	Duty.
	Tons	kilog.	£	£
<i>Copper Slag.</i>				
France	70	486	2,706	..
England.. .. .	22,624	056	868,763	..
	22,694	542	871,469	
<i>Zinc, ingots and sheets.</i>				
France	1,340	300	27,342	..
England.. .. .	280	000	5,712	..
	1,620	300	33,054	
<i>Quicksilver.</i>				
Germany	1	725	358	..
France	14	980	3,115	..
England.. .. .	27	895	5,802	..
Portugal.. .. .	992	942	206,531	..
Cuba	0	552	114	..
Mexico	28	900	6,011	..
	1,066	994	221,931	
<i>Iron, manufactured.</i>				
Algiers	0	090	2	..
France	40	311	757	..
England	7	851	147	..
Gibraltar	2	026	38	..
Italy	0	752	14	..
Portugal	18	578	359	..
Cuba	11	546	217	..
Porto Rico	3	681	69	..
Ecuador.. .. .	9	220	173	..
Mexico	0	033	1	..
	0	435	8	..
Argentine Republic	8	246	155	..
Uruguay	0	140	1	..
Venezuela	1	544	29	..
Danish possessions in West Indies	0	226	4	..
Philippine Islands	10	445	196	..
	115	124	2,090	
<i>Lead, manufactured.</i>				
England.. .. .	0	600	12	..
Morocco	0	462	8	..
Portugal.. .. .	1	902	37	..
Cuba	169	916	3,398	..
Porto Rico	11	701	234	..
United States	0	184	36	..
Mexico	2	240	44	..
Columbia	0	542	10	..
San Domingo	0	920	18	..
Uruguay	4	600	92	..
Venezuela	3	680	73	..
Philippine Islands	3	965	79	..
	200	712	4,041	

Destination.	Quantity.	Value.	Duty.
	Tons kilog.	£	£
<i>Copper, Tin, and manufactured Brass.</i>			
France	63 979	11,516	..
England.. .. .	2 677	481	..
Portugal.. .. .	0 440	79	..
Cuba	4 706	847	..
Porto Rico	0 758	136	..
Mexico	0 140	25	..
Columbia	0 028	5	..
Argentine Republic	1 450	261	..
Uruguay	0 090	16	..
Danish West Indian possessions	0 012	2	..
Philippine Islands	1 823	328	..
	76 103	13,696	
<i>Zinc, manufactured.</i>			
Cuba	159 720	3,258	..
Porto Rico	16 166	329	..
Philippine Islands	4 815	98	..
	180 701	3,685	
<i>Tin Plating, manufactured.</i>			
England.. .. .	0 100	6	..
Italy	12 551	753	..
	12 651	759	
<i>Alloys, manufactured.</i>			
France	0 290	63	..
Cuba	0 185	40	..
	0 100	22	..
Philippine Islands	0 480	105	
	1 035	230	

Railways.

The railway movement in Spain is making steady progress. Since 1848, when the first line was constructed, up to 1883, 4,865 miles have been opened, and on the 1st January of the latter year no less than 1,296 miles were in course of construction. In addition to this, upwards of 1,500 miles of contemplated lines had been planned and received the assent of Government. Railway extension.

Spanish railways have been chiefly built with French and Belgian capital, though some few lines have fallen to England's share, and they are, so I learn from Spaniards, notably the best constructed railways in the country.

Subventions.

From the first it has been the habit of the Government to grant subventions to Companies which have received their Concessions, and formerly as much as one-half the cost of construction was furnished in this manner. Now, however, it is prescribed by the Railway Subventions Statute that these grants shall not exceed 25 per cent. of the approved cost.

Upwards of 25,000,000*l.* have been paid by the Government in bonds and cash in subventions.

The following figures show the general railway movement in Spain during the years 1881-1883, and these are the latest statistics obtainable:—

SPANISH Railway Lines, 1881-83.

			1881.	1882.	1883.
New lines opened..	.. Miles ..		4,560	4,895	5,197
Cost of construction per mile	£ ..		15,944	15,323	14,909
Passenger traffic ..	.. Number..		14,058,913	16,535,203	18,366,807
Goods traffic ..	.. Tons ..		9,749,354	9,398,582	9,497,872
Gross profit ..	.. £ ..		6,368,881	6,602,192	6,930,544
Cost of surveys, &c.	.. " ..		2,701,033	3,104,033	3,136,971
Net profits ..	.. " ..		3,667,848	3,498,157	3,793,572
Receipts per mile ..	.. " ..		1,424	1,425	1,419
Expenses per mile ..	.. " ..		600	710	617
Net receipts per mile ..	.. " ..		974	755	800

SHIPPING RETURNS.—Foreign Trade of Spain.

NUMBER and Tonnage of Vessels, National and Foreign, which entered Spanish Ports during the Year 1885, compared with that of the Years 1883 and 1884.

Entered.	1883.		1884.		1885.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Loaded—						
National flag	5,140	1,626,321	5,659	2,373,512	6,178	2,605,739
Foreign flag	5,764	1,594,163	5,473	2,696,480	5,229	2,618,003
In ballast—						
National flag	1,012	198,969	732	193,334	581	166,995
Foreign flag	3,969	2,184,203	3,385	2,086,961	3,298	2,006,499
In transit—						
National flag	360	173,909	400	238,519	431	991,000
Foreign flag	864	645,529	1,106	863,060	1,021	812,147
In distress—						
National flag	81	12,468	66	6,675	57	5,975
Foreign flag	281	121,161	156	76,619	153	78,500
Total	17,471	7,556,723	16,977	8,535,190	16,947	8,585,328

NUMBER and Tonnage of Vessels, National and Foreign, which cleared from Spanish Ports during the Year 1885, compared with that of the Years 1883 and 1884.

	Cleared.	1883.		1884.		1885.	
		Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Loaded—							
National flag	..	6,686	4,116,598	5,289	3,491,085	5,292	3,611,809
Foreign flag	..	9,765	6,610,724	7,562	5,741,107	7,519	5,284,079
In ballast—							
National flag	..	879	177,048	635	100,431	939	155,250
Foreign flag	..	1,511	655,046	1,098	428,494	1,019	444,715
In transit—							
National flag	..	100	57,781	53	25,396	65	37,060
Foreign flag	..	34	21,083	82	43,930	118	71,199
In distress—							
National flag	..	109	7,306	45	5,013	56	4,050
Foreign flag	..	151	25,201	74	5,131	32	3,143
Total	..	19,235	11,670,787	14,838	9,830,596	15,040	1,112,316

AMOUNT of Merchandise carried by Vessels entered and cleared from Spanish Ports during the Year 1885, compared with that of the Years 1883 and 1884.

	Merchandise Discharged.			Merchandise Loaded.		
	1883.	1884.	1885.	1883.	1884.	1885.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
National flag ..	498,225	623,930	706,030	986,691	814,917	789,575
Foreign flag ..	2,194,158	2,137,533	1,964,528	5,606,641	5,129,236	5,102,628
Total ..	2,692,338	2,761,463	2,670,558	6,593,332	5,944,153	5,892,203

Population.

According to the last census (1877) the population of Spain, including her African possessions, was 16,625,621, over an area of 195,726 square miles, equal to about 85 souls per square mile. The increase is very slow, being only at the rate of 33,000 per annum. Slow increase of.

The population of the principal cities is as follows :—

Towns.			Year.	Population.
Madrid .	..	..	1887	397,816
Barcelona	..	..	„	248,943
Valencia	..	..	„	143,861
Seville ..	..	..	„	134,318
Malaga .	..	..	„	115,882
Murcia .	..	..	„	91,805

Besides these there are forty-three cities, of which thirty have a mean population of under 30,000 and the remainder of between 30,000 and 90,000.

Neither the climate nor the topography of Spain are favourable to density of population, but where irrigation is extensively practised (and in some districts, especially in Valencia, it is overdone), viz., Valencia, Murcia, and Granada, the population per square mile nearly equals that per square mile of Belgium. Density of population in Andalusia.

The following figures show the increase of population during the last eighty-five years :—

Years.			Population.	Increase.
1779	..	..	10,000,000	..
1826	..	..	13,000,000	3,000,000
1860	..	..	16,000,000	2,661,000
1882	..	..	18,000,000	1,839,000

Being at the rate of 72 per cent.

During the same period agriculture made the following progress :—

Acres cultivated in 1779	..	..	21,250,000
„ 1882	..	..	77,500,000
Or an increase of	..	..	66,250,000

Thus, whilst the population increased at the rate of only 72 per cent., the cultivated area has been more than tripled.

Agricultural
population.

In 1779 the agricultural population was 5,615,000, and in 1860 it had risen to 9,327,664, showing an increase of 3,712,664 in sixty-three years.

Industrial.

The industrial population in 1797 was 1,034,934, and in 1860 it amounted to 3,038,074, an increase of 2,003,140 during that period.

Unproductive.

The unproductive population in 1797 amounted to 3,616,187, and in 1860 to 3,229,493, at the rate of about 6,133 per annum increase of the productive classes.

Great increase
in wine-
growing.

In 1797 the cultivation of the grape amounted to 1,000,000 acres, whereas in 1880 it had risen to 10,000,000 acres, an increase of 9,000,000 acres in eighty-three years.

The industries of Spain have also made considerable progress, as will be seen in the following Table :—

Industries.	Number of Factories.		Increase.
	1803.	1861.	
Cloth and woollen tissues ..	78	1,608	1,530
Linen tissues	22	471	449
Cotton tissues . . .	78	3,256	3,173
Silk tissues	95	428	333
Metals	80	429	349
Looking-glasses	4	429	425
Cork . . .	40	488	448
Tanneries	119	4,240	1,121
Paper	13	355	342
Soaps, &c.	346	4,878	4,532
Foundries	8	359	351
Total . . .	883	13,941	13,058

Industrial
progress.

Showing that the number of factories have increased at the rate of 225 per annum, which, taking into consideration the comparatively small population of the Peninsula, must be highly gratifying to Spanish economists.

Live stock.

Considerable progress has also been made in live-stock farming. The latest Returns obtainable are those of 1878, published three years ago, and are as follows :—

**NUMBER of Heads of Cattle, &c., registered in Spain in
the Years 1797 and 1878.**

Animals.	1797.	1878.	Increase.
Horses	140,000	700,000	160,000
Mules	204,000	1,200,000	986,000
Asses	236,000	1,300,000	1,064,000
Horned cattle	2,680,000	3,000,000	320,000
Sheep	12,300,000	23,000,000	10,700,000
Goats	1,750,000	4,500,000	2,750,000
Swine	2,003,000	4,500,000	2,497,000
Total	19,323,000	38,200,000	18,877,000

Education.

The standard of education in Spain is very low, not 24·50 per cent. of the population being able to read and write. But here again progress is apparent, and according to the latest statistics, published in a Report by the Director-General of Public Instruction, there were no less than 23,132 public and 6,696 private primary schools (see Tables 1 to 6, marked "Education"). In addition to the above, each province has its secondary or collegiate school, in which a higher standard of education is prescribed.

Low standard
of education.

These colleges are well attended; but the teachers are on the whole wanting in training and zeal, owing probably to their inadequate salaries.

There are ten Universities in the Peninsula, besides special institutions supported by the State for the study of agriculture, engineering, architecture, the fine arts, &c.

The subjects taught in the public and private primary schools are as follows (for details, see Tables 5 and 6): theology and moral training, reading, writing, arithmetic, grammar, agriculture, geography and history, geometry, drawing, music, domestic economy, hygiene, needlework, &c.

Educational
subjects.

By the Law of June 1857 education was made compulsory, and an admirable scheme was elaborated for raising the very low standard of primary instruction; but none of these reforms have been properly carried

Compulsory
Education
Law of 1857.

out, nor can education be said to be compulsory in the full meaning of the term.

Now, however, under the present Government, no effort will be spared to put into practice the provisions of the Law above referred to, which, moreover, it is understood, will undergo modification and improvement during the approaching Parliamentary Session.

It is felt that until primary education has become more widely diffused, it would be fruitless to look for any great development of home industries, upon which must so greatly depend Spain's material progress.

According to the Budget Estimates for 1885-86, a sum of 309,000*l.* was to be devoted to educational purposes.

EDUCATION.

(Table 1).—PUBLIC Schools in Spain.

Provinces.	Number of Schools.	Provinces.	Number of Schools.
Leon	1,287	Sergovia	410
Burgos	1,028	Palencia	394
Oviedo	912	Castellon	392
Barcelona	796	Avila	391
Huesca	718	Gerona	378
Valencia	689	Sevilla	368
Navarra	646	Logrono	367
Salamanca	644	Badajoz	331
Coruña	632	Jaen	325
Lerida	617	Cordova	311
Orense	600	Malaga	303
Teruel	600	Alava	298
Zaragoza	577	Ciudad Real	279
Zamora	567	Vizcaya	276
Toledo	556	Almeria	271
Guadalajara	555	Murcia	243
Soria	543	Albacete	238
Madrid	523	Canarias	234
Cuenca	494	Guipuzcoa	224
Granada	494	Lugo	205
Pontevedra	492	Baleares	192
Caceres	476	Huelva	187
Tarragona	437	Cadiz	162
Valladolid	434		
Santander	431		
Alicante	413	Total	23,132

(Table 2.)—PRIVATE Schools in Spain.

Provinces.	Number of Schools.	Provinces.	Number of Schools.
Barcelona	976	Valladolid	91
Baleares	433	Ciudad Real	85
Madrid	421	Caceres	85
Coruna	343	Lerida	81
Sevilla	276	Almeria	79
Murcia	214	Huelva	72
Burgos	207	Jaen	62
Oviedo	207	Guadalajara	58
Lugo	202	Alava	56
Valencia	198	Leon	56
Cadiz	188	Orense	53
Alicante	162	Badajoz	53
Gerona	160	Soria	50
Tarragona	146	Toledo	48
Palencia	138	Cuenca	46
Zamora	136	Logrono	44
Santander	130	Castellon	37
Malaga	113	Segovia	30
Cordova	119	Avila	26
Pontevedra	109	Albacete	21
Granada	108	Teruel	19
Vizcaya	108	Canarias	17
Guipuzcoa	108	Huesca	14
Salamanca	104		
Zaragoza	101		
Navarra	93		
		Total	6,696

(Table 3.)—ORDER of the Provinces in their relation to the number of Private Schools with their Inhabitants.

Provinces.			Number of Inhabitants per School.	Provinces.			Number of Inhabitants per School.
Balearias	..	..	674·21	Cordova	..	..	3,338·81
Barcelona	..	..	915·08	Navarra	..	..	3,407·52
Palencia	..	..	1,324·95	Valencia	..	..	3,423·69
Madrid	..	..	1,413·21	Albacete	..	..	3,427·17
Guipuzcoa	..	..	1,574·89	Lerida	..	..	3,498·67
Burgos	..	..	1,618·57	Caceres	..	..	3,505·52
Alava	..	..	1,636·98	Logrono	..	..	3,804·78
Coruna	..	..	1,780·12	Malaga	..	..	3,865·23
Viscaya	..	..	1,796·92	Zaragoza	..	..	3,922·12
Sevilla	..	..	1,806·75	Legovia	..	..	4,185·65
Santander	..	..	1,843·93	Granada	..	..	4,321·85
Zamora	..	..	1,858·48	Almeria	..	..	4,371·94
Gerona	..	..	1,906·94	Cuenca	..	..	4,422·75
Lugo	..	..	2,053·55	Jaen	..	..	4,997·88
Murcia	..	..	2,112·53	Avila	..	..	5,603·33
Cadiz	..	..	2,196·36	Leon	..	..	6,057·63
Tarragona	..	..	2,348·34	Castallon	..	..	6,391·86
Alicante	..	..	2,541·91	Toledo	..	..	6,562·63
Huelva	..	..	2,626·08	Orense	..	..	6,686·48
Salamanca	..	..	2,674·79	Badajos	..	..	7,106·71
Valladolid	..	..	2,752·58	Teruel	..	..	8,075·75
Oviedo	..	..	2,885·73	Canarias	..	..	11,859·62
Ciudad Real	..	..	2,895·31	Huesca	..	..	14,922·74
Soria	..	..	2,987·15	Pontevedra	..	..	15,080·94
Guipuzcoa	..	..	3,274·47				

(Table 4.)—ORDER of the Provinces in their relation to the number of Public Schools with their Inhabitants.

Provinces.	Number of Inhabitants per School.	Provinces.	Number of Inhabitants per School.
Leon	278·12	Castellon	736·62
Soria	291·56	Tarragona	763·08
Alava	318·33	Gerona	807·15
Burgos	335·92	Ciudad Real	855·00
Huesca	357·07	Albacete	901·46
Guadalajara	365·20	Granada	964·66
Segovia	368·70	Coruna	966·27
Ternel	415·09	Pontevedra	983·64
Zamora	445·77	Valencia	983·98
Salamanca	448·5	Alicante	1,037·75
Palencia	457·35	Barcelona	1,081·09
Avila	464·91	Huelva	1,137·60
Logrono	475·60	Madrid	1,139·00
Lerida	481·97	Badajoz	1,163·05
Navara	490·55	Cordova	1,218·80
Santander	560·45	Jaen	1,254·57
Valladolid	577·15	Canarias	1,298·00
Cuenca	588·62	Almeria	1,317·60
Toledo	596·81	Sevilla	1,424·07
Caceres	625·99	Baleares	1,615·69
Oviedo	654·78	Malaga	1,668·20
Orense	663·29	Murcia	1,670·05
Zaragoza	697·04	Lugo	1,851·87
Vizcaya	702·02	Cadiz	2,533·15
Guipuzcoa	727·39		

(Table 5.)—SUBJECTS taught in Public Schools.

Subjects.	Males.	Females.	Total.
Theology and moral teaching	848,053	593,878	1,441,931
Reading	841,627	591,176	1,432,803
Writing	625,059	380,458	1,005,517
Arithmetic.. ..	720,752	462,834	1,183,586
Grammar	548,622	334,464	883,086
Agriculture	384,852	..	384,852
Geography and history	142,271	66,617	208 888
Geometry, drawing, music, &c. ..	94,117	..	94,117
Domestic economy, hygiene, music, &c. .	..	113,134	113,134
Needlework .. ..	..	227,538	227,538
Knitting, crochet .. ..	..	187,049	187,049
Embroidery, dressmaking .. ..	..	72,219	72,219

(Table 6.)—SUBJECTS taught in Private Schools.

Subjects.	Males.	Females.	Total.
Theology and moral teaching	145,618	174,487	320,105
Reading	145,903	170,000	315,903
Writing	110,462	108,096	218,558
Arithmetic	113,778	107,298	221,076
Grammar	87,041	79,087	166,128
Agriculture	39,611	..	39,611
Geography and history	38,525	30,986	69,511
Geometry, drawing, music, &c. ..	24,488	..	24,488
Domestic economy, hygiene, music, &c. .	..	25,040	25,040
Needlework .. ..	..	61,951	61,951
Knitting, crochet .. ..	..	56,390	56,390
Embroidery, dressmaking .. ..	..	28,281	28,281

(Signed)

AUDLEY GOSLING.

Madrid, May 21, 1886.

COMMERCIAL. No. 1 (1886).

(TRADE REPORTS.)

REPORTS

FROM

HER MAJESTY'S CONSULS

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THEIR

CONSULAR DISTRICTS.

PART I.

*Presented to both Houses of Parliament by Command of Her Majesty,
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AUSTRIA-HUNGARY.

.. .. FIUME.

Report by Consul Faber on the Trade and Commerce of Fiume for the Year 1884.

SHIPPING AND NAVIGATION.

DETAILS will be found in Table I. annexed.

Shipping, &c.

TRADE AND COMMERCE.

The imports and exports by sea amounted to—

Imports and exports by sea.

				Weight.	Value.
				1,000 Kilos.	£
Imports ..	..	..	..	212,106	2,322,433
Exports ..	..	..	..	430,431	4,495,003
Total ..	..	..	..	642,537	6,817,436

Showing an increase of 48,800 tons, or $8\frac{1}{2}$ per cent. in weight, and 345,050*l.*, or $5\frac{3}{8}$ per cent. in value.

IMPORTS.

There is an increase of 47,558 tons, or 29 per cent., in weight, and 151,204*l.*, or 7 per cent., in value, on the previous year.

Imports under the British flag amounted to 844,155*l.*, showing an increase of 165,810*l.*, or $24\frac{1}{2}$ per cent., on the previous year; in fact, this increase surpasses the total increase of imports—imports under foreign flags showing a slight decrease.

Imports from Great Britain and British colonies amounted to 54,221 tons weight, and 846,732*l.* value—an increase of 6,951 tons, or 15 per cent., in weight, the value being unchanged.

Direct imports from the United Kingdom (excluding the Colonies and British India) have declined 5,808 tons in weight, and 172,859*l.* in value; on the other hand, there is an increase of 12,760 tons, and 178,848*l.* in value, on imports from British India.

There is an increase in china clay, cotton goods, pig iron, iron bars Articles and ingots, raw jute and leather, linseed oil, maize, olive oil, ox hides, showing an raw petroleum, paddy rice, rosin, caustic soda, tobacco leaf, and woollen increase. goods.

There is a decrease in anchors and chains, coal, coffee, cotton yarn, Articles jute cloth for bags, linen goods, sewing machines, nails, refined petro- showing a leum, rags, soda, sulphur, and wine. decrease.

Rice.—Imports have risen as follows:—

						Tons.
In 1882 ..	..	..	..	..	..	7,720
1883 ..	..	..	..	..	..	14,260
1884 ..	..	..	..	..	..	28,514

Rice.

During the year under review, 23,265 tons came from Burmah, 1,550 tons from Cochin China, and 3,582 tons from Japan.

Petroleum.
Benzine.

Petroleum, Benzine.—The importation of refined has ceased (—9,000 tons). The crude (+23,000 tons) was imported—

					Tons.
From America ..	..	..	..	..	44,000
Baku ..	..	..	..	..	2,600

and refined here.

Benzine.—(+5,570 tons). This article was exported—

					Tons.
To France ..	..	..	..	..	2,620
England ..	..	..	..	..	2,147
Germany ..	..	..	..	..	802
Total ..	..	..	..	..	5,569

Jute.

Jute is imported in a raw state for the Austrian jute-spinning mills (+2,000 tons); there is in consequence a decrease (—960 tons) in the imports of jute cloth.

Pig Iron.

Pig Iron (+3,153 tons) in transit for the interior. Other imports are of a normal character.

British Imports.—Table No. VI. gives a list of 86 articles.

EXPORTS.

Exports.

There is an increase of only 768 tons, or $\frac{1}{2}$ per cent., in weight, and 193,846*l.*, or $4\frac{1}{2}$ per cent., in value, on the previous year.

Exports under the British flag reached 2,061,054*l.*, an increase of 173,686*l.*, or 9 per cent., in value; thus, nearly the whole of the increase of exports was carried under the British flag.

Exports to Great Britain and British colonies amounted to 106,278 tons, value 1,745,918*l.*—an increase of 10,900 tons, or $11\frac{1}{2}$ per cent., in weight, and 101,974*l.*, or 6 per cent., in value. For particulars, see Table VIII.

Articles
showing an
increase.

There is an increase in barley, bark, beer, benzin, flour, furniture, machinery, manganese, rapeseed, rice, sugar, tobacco leaf, firewood, oak trunks, and beech and fir staves.

Articles
showing a
decrease.

There is a decrease in bay and sage leaves, beans, bran, coffee, dried prunes, maize, mineral waters, paper, refined petroleum, potatoes, spirits, starch, shumack, wheat, wine, square oak logs, oak boards and planks, oak sleepers, oak staves, oak flooring staves, beech boards and scantling, fir beams and square logs.

New articles
of export.

There is nothing particular to remark on the subject of exports, excepting to mention benzin, manganese, and tanning barks as articles which for the first time assume some importance.

TOTAL BRITISH TRADE.

DIRECT Trade at Fiume with the United Kingdom and British Colonies.

							£
1876	..	..	..	..	..	..	23,000
1878	..	..	..	..	..	..	435,316
1880	..	..	..	..	..	..	1,026,464
1882	..	..	..	..	..	..	1,839,643
1883	..	..	..	..	..	..	2,484,518
1884	..	..	..	..	..	..	2,592,650

TRADE at Fiume under the British Flag.

							£
1876	..	..	..	..	..	..	33,242
1878	..	..	..	..	..	..	587,355
1880	..	..	..	..	..	..	1,247,335
1882	..	..	..	..	..	..	1,685,271
1883	..	..	..	..	..	..	2,565,714
1884	..	..	..	..	..	..	2,905,209

Table No. I.—VESSELS Entered and Cleared at the Port of Fiume, arranged according to the Countries of Origin and Destination.

Countries of Origin and Destination.		Vessels Entered.						Vessels Cleared.					
		With Cargo.		Value of Goods Imported in Florins.		In Ballast.		With Cargo.		Value of Goods Exported in Florins.		In Ballast.	
		Number.	Tonnage.			Number.	Tonnage.	Number.	Tonnage.			Number.	Tonnage.
Austria-Hungary	{ Steamers	311	157,089	4,202,224		161	30,951	890	149,931	4,182,171		60	7,912
	{ Sailing	1,360	39,682	2,942,847		339	19,970	1,144	24,086	2,328,103		525	16,619
United States of America	{ Steamers	37	37,623	2,413,654		..	..	12	15,337	239,904		6	6,916
	{ Sailing	9	11,763	1,387,109		..	..	6	8,150	494,138		..	..
Barbary..	{ Steamers	..	..	..		1	703	3	1,868	52,300		..	..
	{ Sailing	..	..	..		..	..	..	..	..		..	..
Belgium..	{ Steamers	1	130	3,784		..	..	3	2,457	103,675		..	..
	{ Sailing	..	..	..		1	263	1	253	32,660		..	..
Brazil ..	{ Steamers	1	906	54,900		..	..	7	9,521	1,779,231		..	..
	{ Sailing	..	..	..		2	1,068	..	..	..		..	..
Egypt ..	{ Steamers	..	..	..		..	..	..	..	..		..	..
France—	{ Sailing	..	..	..		..	..	..	..	..		..	..
Atlantic ports	{ Steamers	3	2,636	67,430		..	..	11	5,975	610,334		..	..
	{ Sailing	4	1,641	15,550		36	16,080	45	37,764	7,326,311		..	..
Mediterranean ports	{ Steamers	1	865	17,035		6	5,164	88	34,847	3,672,308		..	..
	{ Sailing	1	326	61,984		1	440	17	14,043	1,590,052		..	..
Algeria ..	{ Steamers	..	..	..		1	640	15	6,773	326,445		..	..
	{ Sailing	..	..	..		..	..	..	..	177,839		..	..
Germany	{ Steamers	..	..	..		..	..	1	710	96,192		..	..
	{ Sailing	..	..	..		..	..	..	..	..		..	..
Japan ..	{ Steamers	1	1,645	465,660		..	..	..	..	..		..	..
	{ Sailing	9	1,876	64,800		5	1,001	50	7,736	510,438		..	82
Greece ..	{ Steamers	..	..	8,197		1	692	..	..	380,850		..	..

AUSTRIA-HUNGARY.

Table No. I.—Vessels Entered and Cleared at the Port of Fiume, arranged according to the Countries of Origin and Destination—
continued.

Countries of Origin and Destination.	Vessels Entered.			Vessels Cleared.		
	With Cargo.		In Ballast.	With Cargo.		In Ballast.
	Number.	Tonnage.		Number.	Tonnage.	
British East Indies .. { Sailing	1	1,099	..	..	..	..
.. { Steamers	10	14,455	..	..	..	..
Great Britain .. { Sailing	8	3,286	..	.. 2	982	..
.. { Steamers	134	160,188	..	149	165,772	2,383
Gibraltar .. { Sailing	..	..	..	..	..	..
.. { Steamers	..	..	..	.. 1	..	1,068
Malta .. { Sailing	..	..	..	..	85,540	..
.. { Steamers	..	..	..	.. 133	8,025	..
Italy .. { Sailing	569	20,072	117	585	23,439	5,208
.. { Steamers	16	6,820	56	25	9,806	3,394
Montenegro .. { Sailing	.. 3	732	1	..	..	2,185
.. { Steamers	..	..	..	..	..	..
Roumania .. { Sailing	..	14,496	..	..	..	..
.. { Steamers	.. 1	400	..	.. 2	1,074	1,309
Russia (Black Sea) .. { Sailing	2	1,831	..	2	1,832	..
.. { Steamers	..	..	1	..	..	6,718
Spain .. { Sailing	..	..	2	..	..	..
.. { Steamers	.. 1	194	..	..	832,163	..
Sweden .. { Sailing	..	..	..	..	..	..
.. { Steamers	.. 44	2,479	..	..	..	..
Turkey .. { Sailing	32	30,111	18	55	53,512	..
.. { Steamers	..	..	..	..	..	796
Total sailing and steamers ..	3,056	477,764	751	3,127	575,996	622
Total in cargoes and in ballast	3,807	641,739	..	3,749	630,934	..
						54,938

Fiume.

Table No. II.—IMPORTS from Great Britain and British Colonies at the Port of Fiume in the Year 1884.

Articles.	Weight.	Value.
	100 Kilos.	Florins.
Alcohol	8	90
Bacon, lard	198	15,440
Beer	40	720
Biscuits	46	828
Bottled wine	28	1,400
Bronze	88	6,640
Brooms	20	800
Chains and anchors	589	18,656
China clay	12,647	25,294
Chocolate	7	1,750
Chlorate of lime	641	5,769
Clothes	80	25,400
Coal	110,540	221,080
Coffee	8,215	289,850
Colza oil	2	78
Copper	188	21,960
Cork wood	12	600
Cotton goods	810	202,500
" oil	1,938	77,520
" raw	261	16,965
" twist	12,081	1,449,720
Cream of tartar	69	15,180
Drugs	178	12,895
Felt	25	6,250
Fire bricks	600	462
Flax, raw	58	8,700
Furniture	181	24,200
Glass ware	539	26,950
Grinding stone	21	420
Hardware	2,078	49,872
Hemp, raw	68	4,095
Hides, raw	123	14,760
Iron, bar	8,182	38,184
" machines	517	77,550
" pig	95,067	475,835
" tools	21	441
" tubes	974	14,610
Jute, raw	208	4,060
" from British India	19,987	399,740
" cloth and bags	12,113	605,650
" twist	181	5,240
" woven	242	24,200
Leather	1,094	246,150
Linen cloth	683	63,800
Linseed oil	8,268	272,844
Majolica	77	3,850
Manganese	222	2,220
Mats, No. 3,750	75	1,875
Mustard seed	32	992
Nails	86	1,806
Oils for lubrication	346	12,110
Oil seed	268	8,040
Palm oil	402	18,090
Paper	61	2,135
Paraffin oil	807	9,684
Potash	85	2,295
Potato flour	500	4,000
Preserves	59	8,260
Printing ink	20	600

Table No. II.—Imports from Great Britain and British Colonies at the Port of Fiume in the Year 1894—continued.

Articles.	Weight.	Value.
	100 Kilos.	Florins.
Rapeseed	317	25,360
Rosin	712	5,696
„ oil	160	1,920
Rice	1,171	15,223
„ from British India	232,648	3,024,424
Rope goods	20	1,000
Rum	16	1,840
Saltpetre	33	660
Sewing machines.. .. .	112	3,960
Soap	1	100
Soda	3,015	77,800
Starch	383	13,738
Stock fish.. .. .	50	2,000
Tallow	122	5,856
Tar	462	7,392
Tea	23	8,740
Teak wood from British India	1,620	11,200
Tin	157	21,352
„ plates.. .. .	757	12,112
Tobacco	1,453	232,480
Varnish	114	7,980
Wagon	300	2,500
Wire rope.. .. .	182	7,280
Woollen goods	245	97,200
Yellow metal	289	24,565
Zinc	162	4,860
„ white	31	980
Total	542,311	8,467,323

Table No. III.—Exports to Great Britain and British Colonies from the Port of Fiume in the Year 1894.

Articles.	Weight.	Value.
	100 Kilos.	Florins.
Barley	204,364	1,634,912
Bay leaves	78	1,092
Beans	8,573	94,303
Beech boards	562	2,250
„ staves (Malta)	462	675
Benzin	21,475	257,700
Bran	3,374	16,870
Cotton oil	152	6,080
Dried prunes	10,722	246,606
Flour	649,813	12,996,260
Furniture	558	41,850
Hemp, raw	705	45,825
Hempseed	6	168
Iron machines.. .. .	597	89,550
„ (Malta)	62	7,350
Juniper berries	61	488
Jute	13	260
Macaroni	24	720
Manganese	8,685	86,850
Maraachino	28	3,220
Medicines	10	250
Medicinal roots	245	18,375
Millet	100	650
Mineral waters	7,826	313,040
Nickel	47	5,640
Oak boards ($m^3=1,138$)	10,811	51,210
„ railway sleepers (No. 13,100)	12,445	30,130
„ squared logs ($m^3=912$).. .. .	8,664	32,832
„ staves (No. 307,100)	9,213	67,562
„ trunks ($m^3=8,489$)	33,145	104,670
Old copper	378	83,670
Onions	603	6,030
Paper	4,415	154,525
Pepper	20	1,300
Rapeseed	5,690	68,280
Rice	7,889	80,069
Rice flour	23,701	237,010
Sage	1,063	13,819
Spirit of wine	312	9,360
Starch	2,875	103,500
Shumac	1,606	14,589
Table wine (in cask)	166	4,150
Tanning barks	19,456	436,400
Tobacco	73	3,120
„ (Gibraltar)	2,111	84,440
Worm wood	102	1,632
Total	1,062,780	17,459,182

FRANCE.

ALGIERS.

Report by Consul-General R. L. Playfair on the Commerce and Agriculture of Algeria for the Year 1884.

DURING 1884, 705 foreigners were naturalised; of these only 14 were British subjects. This makes the total number of British subjects who have acquired French naturalisation since 1865 only 178. The total number of naturalisations amongst the subjects of other Powers during the same period is 7,334.

I mentioned last year that a law had been proposed by the Governor-General to declare as French all foreigners born in the country, unless they should expressly elect to retain their own nationality during the year in which they should come of age. The Government of France refused to sanction this measure as contrary to public law, and likely to cause serious international difficulties.

Detailed statistics of colonisation do not go further back than 1871. From that year till the end of 1884, 501,793 hectares of land were conceded by the State; of these, 358,445 were granted to individuals, the rest to communes or public departments. The value of this land is estimated at 44,776,078 fr., and a further sum of 21,146,029 fr. was expended by the State in settling the colonists to whom the lots were granted. These lots were 18,030 in number, and the number of families provided for was 11,048. Of this number only 5,867 now reside on their concessions.

It is estimated that each household thus settled by the State has cost 2,454 fr., and each person 969 fr.

Last year I entered at considerable length into the question of irrigation works in Algeria; after showing the probable cost and returns of barrages in general, I stated:—"These figures seem at first so attractive that one is tempted to ask why every ravine in the colony is not at once turned into a reservoir. Unfortunately there is a reverse to the picture, and the wonder becomes how the French have the courage to attempt such works at all."

A remarkable illustration of the truth of this remark occurred recently. I cannot do better than reproduce an extract from the special report which I addressed to the Foreign Office at the time:—

St. Denis du Sig is a town of about 9,000 inhabitants, in one of the richest and most highly-cultivated parts of Algeria. Naturally the whole plain of the Cheliff is almost sterile, excepting in years when an unusual quantity of rain falls, but the soil only requires water to make it highly productive. St. Denis du Sig has always been cited as a remarkable instance of what irrigation can accomplish, the whole extent of the commune being like a series of market gardens.

This state of things was entirely owing to a barrage, about three kiloms. south of the town, capable of containing 2,000,000 cubic metres of water—a quantity sufficient for the use of the district in ordinary times; but in years of drought, when more was required, it frequently failed,

so it was determined to build a much larger one, about 10 kiloms. higher up the stream.

This contained 18,000,000 cubic metres, a reserve sufficient to last for five years. Some idea may be formed of this mass of water by imagining a hectare, or two and a half acres of land, with a depth of 1,800 metres.

In the afternoon (8th February, 1885) Colonel Twentyman drove me to the lower barrage, which was not only full, but overflowing to a great extent. Having examined this at our leisure, we left and were driving homewards, when an Arab on horseback passed us at full speed, crying out—"Save yourselves, the upper barrage has burst." Having picked up as many people on the road as the carriage would hold, we deposited them at Sig, and continued our course to Colonel Twentyman's farm, about four kiloms. further to the north, which place we only just reached as the waters arrived, covering the whole country almost as far as the eye could reach, and carrying away in their course Arab villages, haystacks, cattle, carts, &c., with irresistible violence.

As the house was built on rising ground it was perfectly safe, but in a few moments it became a small island, and communication with other places was impossible. Being the highest and best-built house in the neighbourhood everyone who possibly could fled to it for safety, and all were most hospitably entertained; but we spent an unpleasant night, picturing to ourselves the danger to which others were exposed, which we could not alleviate, and which darkness naturally served to exaggerate.

The waters begun to subside in about three hours, and when I proceeded to examine the scene of the disaster on the following morning the appearance of the place was heartrending. The whole country where the water had passed was covered with a thick layer of mud and sand; the crops were ruined, and the newly-planted vines were washed away, and trees lay encumbering the roads in every direction.

In the town of Sig itself the aspect was even worse; in the lower part there had been seven feet of water, and even in the higher part there was not a building the floor of which had not been submerged. The bridges over the river at the town and of the railway were completely demolished, and all the gardens and plantations in and about the town were destroyed. Fortunately the alarm was given while it was still daylight, and people were able to take refuge on high ground, in upper rooms, or on the roofs of houses. Had this happened at night, as was the case at Perrégaux two years ago, the loss of life must have been terrible; as it is, not more than a dozen casualties have been reported.

This barrage had only just been completed, and it was filled this year for the first time. When I was at Oran I heard that it was in a precarious condition, and that percolation of water was taking place in the rock on which it abutted, while an enormous cataract was flowing over the dam itself. It was at this abutment that the breach occurred; the rush of water naturally destroyed the masonry, and carried away the whole of the lower barrage. The loss of this season's harvest is serious enough, but it is as nothing compared to the prospects for the future. It was only the water of these reservoirs which redeemed the place from sterility, and it must be years before it can regain its former state of prosperity.

CHOLERA.

Cholera.

In last year's report I mentioned the appearance of a few cases of cholera at Oran and Bône, following the outbreak of that disease at

Toulon, and the sanitary measures adopted in consequence. It was entirely localised in the lazaretto at Bône. In Oran, Tlemçen, and the plain of the Mina the mortality was as follows:—

Town or Commune.	Total Number of Deaths.	Interval between First and Last Death.	Maximum Number of Deaths per day.	
			Number.	Date.
		Days.		
Oran	329	74	14	19 Nov.
Tlemçen	135	55	10	23 "
La Mekerra	99	41	9	19 "
St. Lucien	88	94	7	21 "
St. Denis du Sig. ..	58	48	6	6 "
Mascara	56	37	4	21 Oct.
Total	765			

Quarantine was again established during the summer of 1885, but there was no panic as there had been on the previous year, and it was raised as soon as the authorities deemed it safe to do so; there being only one lazaretto in the colony where passengers were permitted to purge their quarantine on board the vessels in which they arrived.

AGRICULTURE.

The population engaged in agriculture during 1884 consisted of 2,908,661 persons, namely, 170,760 Europeans and 2,737,895 natives. They owned 370,780 agricultural implements, valued at 20,179,403 fr.; an increase of 642,483 fr. over the preceding year.

Cattle.—The number of animals of all kinds owned by them was as Cattle. follows:—

Races.	Proprietors.		Total.
	European.	Native.	
Horses	31,350	133,340	164,690
Mules	20,358	120,058	140,416
Asses	12,853	232,021	244,874
Camels	1,128	223,303	224,431
Oxen	142,027	984,859	1,126,886
Sheep	318,685	6,491,894	6,810,579
Goats	85,356	3,914,011	3,999,367
Pigs	61,855	180	62,035
Total	673,612	12,099,666	12,773,278

The foregoing, as compared with 1883, shows an augmentation of 1,262,883 head of animals, principally sheep, owing to the pasturage in the south of the colony having got good, in consequence of two consecutive years of abundant rain.

Cereals.

Cereals.—The culture of cereals in 1884 extended over an area of 3,002,246 hectares, the amount of the crops being 20,627,336 metric quintals. This is an increase over 1883, when the area cultivated was 2,871,508 hectares, and the harvest 14,379,012 metric quintals.

The following table shows the particulars of the various kinds of cereals:—

Description.	Europeans.		Natives.		Total.	
	Hectolitres.	Quintals.	Hectolitres.	Quintals.	Hectolitres.	Quintals.
Soft wheat ...	144,234	1,268,489	58,156	380,926	202,390	1,649,415
Hard wheat ...	167,728	1,143,778	1,004,978	5,689,416	1,172,706	6,833,194
Rye ...	855	5,409	...	...	855	5,409
Barley ...	181,197	1,720,165	1,354,345	2,684,967	1,535,542	11,406,132
Oats ...	30,764	394,977	2,463	30,149	33,227	426,126
Indian corn ...	4,001	33,480	7,660	53,082	11,661	86,562
Millet ...	7,242	43,177	38,713	179,321	45,955	222,498
Total ...	535,931	4,609,475	2,466,315	16,017,861	3,002,246	20,627,336

Vines.

Vines.—In 1884 the area under cultivation with vines was 10,00⁰ hectares in excess of the previous year. The total amount up to December 31, 1884, was 55,706 hectares, which produced 890,899 hectolitres of wine. The appearance of the much-dreaded *Phylloxera* has been announced at Tlemçen, but energetic measures were at once taken to arrest the disease, and a prize was offered for the best method of destroying the *Altise*, another scourge with which the vines are infected.

Tobacco.

Tobacco.—The tobacco crop produced much less in 1884 than during the previous year.

The following table shows the progressive increase both in the cultivation of vines and tobacco since 1872:—

Years.			Superficies of Vines Planted.	Quantity of Wine Made.	Superficies of Tobacco Planted.	Amount of Leaf Collected.
			Hectares.	Hectolitres.	Hectares.	Kilogrammes.
1872	..	..	16,688	227,840	5,009	4,025,340
1873	..	..	17,245	170,679	5,872	4,787,297
1874	..	..	18,324	228,999	6,460	4,697,762
1875	..	..	20,044	197,313	6,620	5,622,330
1876	..	..	16,723	222,425	7,141	5,105,929
1877	..	..	17,128	265,178	6,618	4,674,621
1878	..	..	17,614	338,220	6,319	4,494,935
1879	..	..	19,994	351,525	9,764	2,640,983
1880	..	..	23,724	432,580	7,812	5,750,552
1881	..	..	30,241	238,549	8,330	4,313,598
1882	..	..	39,766	634,385	8,668	5,499,054
1883	..	..	46,286	824,584	8,694	5,227,738
1884	..	..	56,006	890,899	7,957	4,238,742

Flax.

Flax.—About 3,000 hectares of flax were sown, principally for seed, of which 2,862,038 kilos. were produced.

Alfa.

Alfa.—In last year's report I gave the fullest details regarding the growth and collection of alfa. I now subjoin tables showing the quantities shipped at the various ports of Algeria, and the countries to which it was sent, during the years 1882, 1883, and 1884.

The total quantity exported since the commencement of the trade in 1867 is 1,020,000 tons, representing a value of about 127,000,000 fr.

Where Shipped.	1882.	1883.	1884.	Total.
	Tons.	Tons.	Tons.	Tons.
Nemours	498	1,124	1,710	3,332
Oran	51,638	35,905	55,701	143,244
Arzen	20,905	31,825	24,612	77,342
Algiers	6,995	6,137	3,321	16,453
Philippeville	4,543	7,981	10,739	23,263
Bône	1,072	1,191	890	2,653
Bougie	49	..	..	49
Total	85,700	84,163	96,473	266,336

Destination.	1882.	1883.	1884.	Total.
	Tons.	Tons.	Tons.	Tons.
France	2,340	2,999	1,650	6,939
England.. .. .	69,674	66,361	81,467	217,402
Spain	9,528	10,538	6,574	26,640
Portugal	1,117	1,771	1,130	4,018
Belgium.. .. .	1,541	1,579	2,933	6,053
Other countries.. .. .	1,600	915	2,719	5,234
Total	85,700	84,163	96,473	266,336

Marine.—The following is a statement of the number of sea-going *Marine*. vessels that entered the various ports of Algeria during the year 1884 compared with 1883 :—

Ports.	Number of Vessels.		Tonnage.	
	1883.	1884.	1883.	1884.
Nemours	71	31	4,500	1,119
Beni Saf.. .. .	157	106	187,003	89,358
Mers-el-Kebir	97	150	8,131	45,063
Oran	1,572	1,013	504,648	427,692
Arzen	97	80	42,265	36,955
Mostaganem	48	35	17,566	14,097
Tenes	55	25	3,588	1,190
Cherchel	24	15	6,642	6,927
Algiers	1,109	942	562,896	524,127
Dellys	3	5	329	416
Bougie	17	21	4,790	2,837
Djedjeli.. .. .	8	8	661	591
Collo	16	16	7,783	3,041
Stora	58	41	650	598
Philippeville	490	415	281,145	264,913
Bône	743	543	313,757	237,221
La Calle.. .. .	176	136	19,340	6,591
Total	4,741	3,579	1,915,786	1,662,786

This shows a total diminution of 1,162 vessels for the latter year, the burden of which was 254,090 tons; in this Great Britain figured for 36 vessels and 33,410 tons, caused by quarantine restrictions.

Coasting
trade.

The *Cabotage*, or coasting trade, is entirely restricted to vessels under the French flag.

COMMERCE.

Last year I reported the proposed assimilation of the import duties in Algeria to those in France. This came into operation in the beginning of the year; but the result will not be apparent before the end of 1886, as large stocks had been purchased in anticipation of the change.

Imports.

Imports.—The imports during 1884 are shown in the following table: they exhibit a decrease of 30,565,357 fr. compared with 1883. This is no doubt owing to the great prejudice caused to commerce by the quarantine regulations universally adopted in the Mediterranean after the outbreak of cholera at Toulon and Marseilles.

Exports.

Exports.—The exports are shown in the same table; there is an increase of 31,719,729 fr., due entirely to the abundant harvest of 1883–84, and to the increased production of wine. The quantity exported in 1882 was 18,092 hectolitres, whereas in 1884 it was 149,886. Every year it promises to become more important, in proportion to the ravages caused by the *Phylloxera* in France and other countries.

Classes of Merchandise.	Imports.	Exports.
	Value.	Value.
	Francs.	Francs.
Animal substances—		
Live animals	660,225	19,652,833
Animal products	6,480,703	7,293,834
Fish	692,007	2,088,041
Medicinal substances.. ..	19,404	977
Other animal substances	45,026	223,238
Vegetable substances—		
Farinaceous substances	15,114,249	40,136,917
Fruits and seeds	2,522,195	5,213,469
Colonial produce	81,971,163	4,645,521
Vegetable fluids	4,546,078	4,075,558
Medicinal substances	356,881	289,171
Wood, common	4,294,884	6,285,443
Wood, foreign.. ..	17,311	10,515
Fibres	134,454	16,771,310
Dye stuffs and tan bark	538,344	2,739,134
Waste products	323,990	1,029,467
Minerals—		
Stone, earths, &c.	8,773,450	497,184
Metals.. ..	16,014,088	16,145,646
Manufactured goods—		
Chemical substances	2,070,675	446,796
Dyes prepared	494,765	104,586
Colours	2,764,504	43,438
Sundry compositions.. ..	11,499,691	1,808,275
Drinks	8,118,302	3,170,300
Glassware	4,700,782	67,663
Yarns.. ..	1,911,291	34,069
Tissues	97,654,863	7,861,936
Paper	6,596,646	219,503
Sundry manufactures	58,248,062	6,118,632
Gold, silver, bullion	8,215,865	23,027,838
Totals	289,810,891	175,897,889

FINANCE.

It may be interesting to show the progressive increase in the Revenue revenue of Algeria. The following tables exhibit (1) the receipts from all sources since 1872, and (2) the budget of receipts and expenses for 1881, 1882, and 1883.

Years.						Receipts.
						Fr.
1872..	..	..	..	..	..	31,218,154
1873..	..	..	..	..	..	32,142,477
1874..	..	..	..	..	..	32,241,590
1875..	..	..	..	..	..	36,630,849
1876..	..	..	..	..	..	38,970,410
1877..	..	..	..	..	..	37,271,575
1878..	..	..	..	..	..	36,075,008
1879..	..	..	..	..	..	37,181,871
1880..	..	..	..	..	..	38,887,425
1881..	..	..	..	..	..	40,905,250
1882..	..	..	..	..	..	42,510,431
1883..	..	..	..	..	..	43,631,607

RECEIPTS.

Years.			Ordinary Receipts.	Extraordinary Receipts.	Special Receipts.	Total Receipts.
			Fr.	Fr.	Fr.	Fr.
1881	..	..	32,249,760	3,500,000	5,155,490	40,905,250
1882	..	..	34,442,819	4,100,000	3,967,612	42,510,431
1883	..	..	36,135,594	3,246,333	4,249,679	43,631,607

EXPENDITURE.

Expenditure.

Years.			Ordinary Expenses.	Extraordinary Expenses.	Special Expenses.	Total Expenses.
			Fr.	Fr.	Fr.	Fr.
1881	..	..	33,700,997	5,511,659	4,497,304	43,709,960
1882	..	..	33,897,654	4,191,459	4,287,483	41,876,596
1883	..	..	31,669,123	2,307,648	4,530,645	38,507,416

MINES.

Mines.

The quantity of ores exported since 1872 is as follows:—

Years.	Number of Workmen Employed.	Amount of Mineral Exported.		
		Iron.	Copper.	Lead.
		Metric Quintals.	Metric Quintals.	Metric Quintals.
1872	1,839	3,911,895	1,108	85,135
1873	2,993	4,206,955	749	54,462
1874	3,955	4,602,723	4,028	30,497
1875	3,850	5,226,300	30,196	23,549
1876	4,108	4,568,124	63,000	16,146
1877	3,879	4,505,679	68,340	19,287
1878	3,230	3,797,388	50,087	23,786
1879	3,485	4,379,324	29,450	24,680
1880	3,286	5,964,092	149,043	44,589
1881	2,305	5,956,563	36,876	105,083
1882	2,302	5,910,768	179,658	29,313
1883	1,837	5,638,208	302,597	77,303
1884	1,577	4,625,021	145,703	184,188

ARTESIAN WELLS.

Wells.

Up to the year 1881 no serious attempt was made to sink Artesian wells, except in the province of Constantine. The following is the result of all the experiments made in the colony since the commencement of operations:—

Searches resulting in	Departments.			Total.
	Algiers.	Oran.	Constantine.	
	Periods, 1882-84.		1856-84.	
Waters reaching to and above the surface—				
Number of sounds	30	1	226	257
Total depth of sounds (metres)	1,238·22	27·00	18,679·62	19,944·84
Number of springs found which did not mount above the surface	4	..	312	316
Number of springs found which mounted above the surface of the soil	10	1	388	399
Total quantity mounting above surface (litres of water per minute)	3,510	90	231,700	235,300
Water approaching surface—				
Number of sounds	14	16	389	419
Total depth (metres)	197·00	621·38	7,134·36	7,952·77
Number of potable springs found	14	15	263	292
Number of brackish springs found .. ..	..	2	53	55
Total depth sounded, metres	1,435·22	648·38	25,814·01	27,897·61

Thus, up to the end of 1884, the quantity of water from springs reaching the surface of the ground since 1856 for Constantine, and since 1882 for the two other departments, was 235 cubic metres per diem, or 85,884 per annum.

REMOUNT.

The service of the remount is placed under a colonel, who is Remount director. There is an establishment at Blidah, another at Mostaganem, and a third at Constantine, for the service of these three departments.

In 1882 the State purchased 2,492 horses for 1,543,621 fr., and 511 mules for 317,528 fr.

In 1883 the purchases were 1,690 horses and 282 mules, which cost respectively 1,078,609 fr. and 177,028 fr.

In 1884 there were 1,195 horses and 98 mules bought, the sums paid being 778,760 fr. and 56,670 fr.

In addition to these purchases there is a service of *haras*, which is charged with the purchase of stallions, and their distribution in the three provinces.

Algiers, December 22, 1885.

GERMANY.

KÖNIGSBERG.

Report by Consul Stigand on the Trade, Commerce, and Agriculture of Königsberg for the Year 1884.

GENERAL REMARKS.

Trade
Depression.

THE unfavourable character given to the year 1884 in the preliminary report from this Consulate has been justified by the statistical details lately published by the Chamber of Commerce of this place, whose report concludes with the statement that "in all but a few branches of business nothing is to be heard but complaints." The commerce of the port chiefly depending on corn was in the main arrested in its movement by the bad results of the Russian and home harvest of 1883, as well as by an unfavourable combination of commercial conditions at home and abroad. Of the falling off in the wheat trade during the first seven months of the year, the following figures give the amount. The quantities of wheat and rye weighed officially were from January to the end of July—

							Tons.
1882	..	..	..	..	..	..	175,898
1883	..	..	..	..	..	..	198,296
1884	..	..	..	..	..	..	67,710

The quantities of wheat shipped across the sea amounted

							Tons.
In 1882	..	..	..	..	..	..	296,914
1883	..	..	..	..	..	..	275,321
1884	..	..	..	..	..	..	145,622

Harvest.

The harvest of 1884 was of excellent quality, and even not inferior in quantity; business therefore became more lively in autumn for a time, but this movement was again arrested by the favourable reports of harvest from other countries, which brought prices down to an unprecedentedly low level. The whole quantity of corn of all kinds officially weighed in Königsberg was as follows :—

							Tons.
In 1883	..	..	..	..	..	..	486,745
1884	..	..	..	..	..	..	379,053

There were during the same years shipped abroad—

							Tons.
1883	..	..	..	..	..	..	468,860
1884	..	..	..	..	..	..	337,204

The whole export by sea and by rail was :—

							Tons.
In 1883	..	..	..	..	..	..	597,000
1884	..	..	..	..	..	..	400,000

which gives a diminution of 33 per cent.

The quantity of business done was not only less, but was relatively less remunerative than in 1883.

Of the flax and hemp business there is little favourable to report. Flax and Hemp. The Russian flax harvest of 1883 had been overvalued in quantity and quality, which led to false calculations and unfortunate dealings; the harvest of 1884 was better in quality, but considerably smaller in quantity.

The trade in wood, which is the third of the great branches of Timber. business in the town, suffered also during this year; the causes being the lesser demand from abroad, and the increase of production in Sweden and Norway. The export was 11 per cent. less than in 1883, and employed 420 ships—20 less than in the year 1883.

How other trades suffered will be seen in the details given under their different headings below.

The general recapitulation for the whole year 1884 gives for—

	In 1884.			In 1883.		
	Marks.			Marks.		
Imports	208,667,444			237,224,344		
Exports	165,982,421			195,871,988		
Total	374,649,865			435,596,282		
Or about	£18,732,493			£21,779,814		

The commercial relations of Russia with Königsberg still continue as unsatisfactory as in former years, and to this is owing in a great measure the late depressed state of the trade and commerce of this place. There is a constant and increasing battle of tariffs going on on the frontiers, which embarrasses exports and imports on either side. On the Russian side there has been an increase of the import duty on tea and herrings during the past year; but it is not only by means of Custom-house duties, common to all nations, that Russia has succeeded in damaging the trade of Königsberg, specially hostile measures having been directed at it in the shape of reduced railway tariffs on the Russian lines, and especially on the Libau-Romny line. For a large extent of Russian territory, Königsberg is the nearest and most natural port, but the freights have been so reduced on the Russian lines that it is cheaper to export by Libau or Riga than by Königsberg. The Prussian railways have of late slightly lowered their goods tariff, but not sufficiently so as to compete with the Russian lines. In the course of the last 10 years the port of Libau has been enabled, owing to the excessive lightness of Russian railway fares, to surpass Königsberg as a port of export for grain; the progress has been astonishing. The exportation of corn from Libau and Königsberg were in 1874:—

	Tons.					
Libau	74,823					
Königsberg	356,965					

whereas in 1885 the figures were:—

	Tons.					
Libau	558,657					
Königsberg	337,000					

The water communications between Königsberg and Russia and their prospect of amelioration, which forms another vital factor of the commercial welfare of Königsberg, is referred to elsewhere.

But the question of improved railway and water communications with

Russia is not the only one which occupies the commercial world here; it also necessarily feels that its future interests are much involved in the general policy of the empire in colonial and fiscal matters.

German
Colonial
Policy.
Views of
Königsberg
Journal.

As regards the newly-inaugurated colonial policy of Germany, which has received the adhesion generally of various representative bodies of commerce in Germany, the "Vorsteher-Amt," of Königsberg, gives its approval of it in very modified terms:—"What economical gain the empire can receive from its colonies, or protected States, cannot be precisely estimated. The stream of emigration can in no case be directed towards our trans-marine possessions. They consist of mere trading colonies, whose inhabitants have small capacity as consumers. The hopes of a considerable rise of German exports, as the consequence of our colonial acquisitions, seem therefore to be exaggerated. The Imperial law which was passed on the 6th of April, 1885, for granting subventions to establish Postal steam communications with the Pacific, are more calculated to give life to a trans-oceanic trade. It appears to us to be doubtful whether the empire, so long as it does not in its own territory adhere to a system of free trade, but on the contrary seeks to encumber importation in so many ways, can bring about this desired increase in our exports to any serious extent. Increase of exports should bring with it increase of imports: the one is not imaginable without the other, since all international trade is based at the bottom on an exchange of commodities. For us, at Königsberg, the colonial policy and the postal steam subventions have no practical economical value. Our trade does not extend to Africa, East Asia, or Australia, and even the manufacturers of our provinces are too insignificant to take part in the exports to remote parts of the world." What, however, is of more vital importance than colonial policy to the trade of Königsberg, is the perseverance of the Government in the system of augmentation of protective duties. The augmentation of the protective duties in the present year on corn and on cattle and other articles has excited grave apprehension among the mercantile classes here. The duty on imported corn and rye has been trebled, that on buckwheat and Indian corn doubled. The duty on corn and rye has thus been raised from 1 mark to 3 marks the 100 kilos. The duty on barley has been trebled, being raised from 50 pf. to 1 mark 50 pf., and the duty on oats from 1 mark to 1 mark 50 pf. Rapeseed, which hitherto had only a duty of 30 pf., has been raised to 2 marks; flour has been raised from 3 marks to 7 marks 50 pf.; the duty on cattle has been increased in some cases 300 per cent.

Protection.

Duties on
Corn.

That this legislation has been adopted in the interest of the land-owners admits of no doubt, but it is the fixed idea among the promoters of this legislation that it is the importer and not the consumer who pay these taxes. The increase of taxes is not, however, so detrimental to the trade of Königsberg as might be anticipated, for these duties only affect the imported foreign wheat which is consumed in Germany, while the greater part of the corn trade of Königsberg consists in exporting Russian wheat to foreign countries—a transit wheat trade, in fact, and corn in transit is not subjected to any tax. As far as the corn export trade of Königsberg is concerned, that is only affected by the augmented duties, through the fact that the price of home-grown wheat is increased by them, and so its serviceability as an export diminished. Next to the increased duties in the export of corn, those proposed on the import of wood has affected most the commercial world here. It was at first proposed to quadruple the duty on forest-cut timber, and to raise it fourfold and even eightfold for sawn wood and wood in planks, and to raise it twentyfold for rectangular beams—an

augmentation of duty which would amount to absolute prohibition in some of the above articles.

The Königsberg merchants, alarmed at a proposal which threatened Timber Trade. to annihilate their wood export trade, joined with the merchants of Tilsit, and entered into negotiations with the Reichstag, which succeeded in alleviating some of the evils which threatened the export trade. The augmentation of the duty on imported wood destined for German consumption cannot but have a prejudicial effect on the internal wood trade of the country, and especially in the interests of the German sawmills, whose materials for operation are chiefly supplied by foreign wood. The object of the augmentation of the tax is, no doubt, to force the German consumers to make use of the wood of German forests and so increase their value, but the forests in these districts are not of sufficient extent to be equal to the demand, and have not, moreover, for the most part, good and cheap water ways by which the wood can be brought to market.

The value of the forests may, no doubt, be increased by the increase of duty, but the interests of the public will undoubtedly suffer.

Another projected tax which has excited consternation in the commercial world is the proposed "Boersensteuer," or exchange tax, which Exchange Tax. has been adopted by the Reichstag, and for which the proposed text of the law has lately been published. Various projects of this kind have been started. The original idea was to tax only time bargains on the Stock Exchange, but it was subsequently expanded into a project for taxing all commercial transactions. Such a storm of expressions of dissatisfaction was raised at this latter proposal that it was entirely abandoned for the time. The project was, however, revived again in a modified form, and has now passed into law. The original idea was, as we have said, to lay a tax on gambling transactions on the Exchange, but it was found so impossible to draw any clear line of distinction between these and other Exchange transactions, that the idea has expanded into a scheme for taxing all transactions in commodities usually dealt with on the Exchange in the way of time bargains; but the text of the law now published is said to be so difficult of interpretation that no one knows at present what bargains are taxable and what not. The laws for the insurance of workmen against accidents and sickness have too recently come into operation for any estimate to be formed as to their effect.

The Imperial law of the 18th of July, 1884, respecting joint stock Joint Stock companies, and the law of the 6th of June, 1884, which establishes a Companies. tax on mercantile contracts, offer further proof of the tendency of the State authorities to place commerce, so far as possible, under official restriction, and to set it under the harrow of taxation.

SHIPPING.

If the ports of Königsberg and Pillau are taken together, fewer Shipping. vessels frequented them than in former years. More ships of heavy burden, however, came to Königsberg, since steamers were able during the first three months of the year, owing to the mildness of the winter, to come up the Pregel, which is usually not possible. The Pregel was, however, closed for sailing ships from the beginning of the year to the 6th of February, then open up to the 9th of March; on the 17th of March it became again ice free, and remained so till the 26th of November, after which time it remained closed till the 14th of December, when it became open again for a few days. As steamers were able to make their way to Königsberg during the whole of this period, it is supposed that, with the help of the ice-breaker recently constructed at Elbing, sailing vessels might have done the same.

GERMANY.

The Number of Ships Entering the Port of Königsberg-Pillau in 1884, according to Countries and Cargoes.

Whence Imported.	General Cargo.	Coal and Coke.	Gypsum.	Cement.	Manure.	Bone Dust.	Herrings.	Wood.	Petroleum.	Oil and Oil-cake.	Fitch, Tar, and Tallow.	Iron, Raw and Scrap.	Iron and Iron-wares.	Salt.	Tiles.	Tubes.	Bricks.	Stones.	Slate.	White washed Chalk.	Wine and Fruits.	Spirits.	Potatoes.	Corn and Grain.	Ice.	Ballast and Empty.	Number of Vessels.	Total of Lasts.		
America	4,181	...	...	...	...	...	...	5,631	...	180	...	...	...	...	977	...	...	...	...	...	...	...	...	...	...	...	...	17	6,761
Belgium	622	...	...	...	...	...	...	352	116	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	5,158
Denmark	2,340	...	3,068	...	81	...	...	102	...	...	...	129	...	...	74	...	632	924	...	...	...	...	...	...	...	...	...	24	1,090
France	5,605	...	337	...	564	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	166	18,583
Great Britain	73,492	64,903	...	...	78	...	14,676	...	...	...	...	990	...	3,080	...	...	...	...	...	...	218	...	...	...	...	...	11,153	19	7,278
Hamburg	2,051	...	29	...	...	...	...	...	...	...	443	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,686	641	169,447
Netherlands	7,091	60	30	3,036	40	4,346
Spain and Portugal	...	...	...	...	...	...	...	...	...	...	...	908	...	...	...	...	...	...	...	...	...	...	...	...	...	...	62	30	7,529
Prussia and Zollverein	49,490	1,043	3,343	5,653	25	54	334	112	1,154	166	22	554	846	...	...	463	4,993	632	...	188	...	3,892	44	47	...	...	40,279	945	112,530
Russia	2,630	11	2,792
Norway and Sweden...	173	...	1,974	...	...	...	6,902	...	...	...	...	...	...	...	...	232	1,257	78	...	...	...	...	...	...	1,824	...	6,123	164	18,068
Total	145,096	66,246	8,741	5,719	746	54	21,912	304	7,137	579	695	1,881	846	3,174	1,139	766	8,682	1,997	182	189	218	2,892	44	156	1,824	63,093	1,973	341,464		

The clearances, according to countries and cargoes, have been :—

Whither Exported.	Iron.	Grain.	General Cargoes.	Flax and Hemp.	Her- rings.	Flour and Bran.	Bones.	Hags.	Staves.	Oil- cakes.	Oil Seeds.	Empty Barricks.	Spirits.	Sugar.	Ballast.	Num b of Vessels.	Total of Tons.
America ...	...	...	...	...	...	...	...	2,210	...	...	...	1,323	...	...	180	11	3,716
Belgium ...	738	19,561	505	...	...	...	...	...	95	...	...	...	...	...	...	44	21,354
Denmark ...	...	8,370	1,711	...	...	...	...	...	3,933	...	...	...	...	...	...	75	3,981
France ...	...	5,217	2,458	115	...	1,740	...	...	2,728	65	151	...	...	...	519	224	15,289
Great Britain ...	...	40,595	30,093	3,039	...	...	...	...	3,933	...	...	...	...	...	...	63	14,698
Hamburg ...	...	...	...	3,261	...	44	166	350	14,429	49	66	...	...	430	6,709	277	96,622
Netherlands ...	...	22,944	3,813	...	...	...	...	...	438	...	...	...	...	...	...	6	96,453
Prussia and Zollverein ...	...	29,950	40,248	55	256	42	97	168	632	...	292	495	131	...	13,093	90	27,431
Russia ...	168	17,962	2,101	...	870	55	...	...	7,502	650	...	...	...	...	20,843	792	92,226
Sweden and Norway ...	...	...	...	417	31	604	...	...	...	...	...	...	...	...	16,217	236	23,252
Portugal ...	...	...	...	163	...	...	...	...	...	...	...	...	...	...	...	1	37,537
Total ...	945	145,456	81,864	7,030	1,187	2,487	233	2,800	33,389	764	900	1,621	131	430	57,471	1,919	336,908

Freights.

The freights were very low, and could, as in the preceding year, hardly cover the running expenses. In January, from Pillau to the East coast of Great Britain, for wheat 1s. 6d. to 9d. per 500 lbs.; beetroot sugar, 6s. 9d.; rags, 11s. to 12s. 6d.; hemp, 13s. to 15s. per ton. To Rotterdam and Antwerp, 1s. to 1s. 9d. In the next months freights receded further considerably. Sailing vessels obtained 6s. to 7s. per load of 50 c.f. fir sleepers; 18s. per standard of fir planks to England; 12s. per load wood to Cardiff; 18s. per ton rags to New York. In October the freights rose somewhat: for wheat to London, 1s. 6d. to 1s. 9d.; sugar, 8s. to 8s. 6d.; hemp, 16s. to 17s. 6d.; rags, 12s. 6d. To Hull, 1s. 3d. to 1s. 4½d.; to Rotterdam and Antwerp, 1s. 6d. to 1s. 9d. In November and December there was a lively demand for steamers to Holland and Belgium. From Königsberg to Rotterdam and Antwerp, 1s. 3d.; 14 to 16 marks have been paid per load wood to Amsterdam. The freights out were from London for steamers per ton of tea 1l., coffee 1l. 2s. 6d. to 1l. 5s., oil 17s. to 1l., rice 12s. 6d., leather 1l. 10s., cassia 1l. 15s. From Hull, per ton of iron, 12s. 5d.; parts of machines, 1l. 10s. to 1l. 15s.; cotton, 1l. 5s.; shoddy, 2l. 5s. to 2l. 10s. From Amsterdam, Rotterdam, and Antwerp, for iron wares, 12 marks to 15 marks; coffee, 24 marks per 1,000 kilos. Sailing vessels obtained from the East coast of Scotland 6l. 5s. to 7l. 17s. 6d. per keel of coal; 1s. 1d. to 2s. per barrel of herrings.

IMPORTS AND EXPORTS OF GRAIN.

Wheat.

Wheat.—The stagnation in business which prevailed at the end of the preceding year continued also during the whole of the spring and summer. In spite of decreasing prices there was no demand from abroad, consequently there was a smaller export in spring than had been known for many years. Wheat was exported only to Denmark and Sweden. Notwithstanding this condition of things, prices remained higher here than abroad, in consequence of deficient supplies from Russia. The prospect of a good crop caused a continuance of dulness in the summer months. At first, in the autumn, the trade was considerable. The harvest in the south of Russia turned out exceptionally good in quantity and quality; weight of 138 to 140 lbs. Dutch.

The equally favourable reports of the harvest for all countries made Russian producers hasten to bring as much wheat as possible to this market in view of a fall of prices; but in spite of the good quality of the wheat and extraordinary low prices the demand was small. In this retrograde state of the market, 175 marks to 130 marks were paid for high mixed, 165 marks to 125 marks for mixed, and 160 marks to 125 marks for red, per 1,000 kilos; in October prices were 10 marks to 15 marks higher, and were maintained till the end of the year. The heavy, red, glassy wheat was chiefly exported to England, particularly to London, Belgium, the Rhine province, and Saxony; the other qualities were later in demand for Denmark, Holland, and Belgium.

The supplies of wheat and rye, which have been imported into this place in 1884 from 1st August to 31st December were:—

						Tons of 1,000 kilos.
Wheat	..	..	..	..	..	93,217
Rye..	..	..	..	..	..	46,155

In 1882 and in 1883, during the same period, there came to Königsberg:—

Articles.				Tons of 1,000 kilos.	
				In 1882.	In 1883.
Wheat	..	..	..	23,089	9,647
Rye	..	..	..	44,868	8,795

Rye.—The trade in rye, like that of wheat, was dull in sale from the Rye. commencement of the year till the middle of April, caused partly by the cold, rainy weather. The prospect of a rise was speculated on by time bargainers on the Berlin Exchange, consequently in a few days the prices rose to about 12 marks per 1,000 kilos. During the summer months rye continued to be in greater demand than wheat, but the business done was small, and that chiefly with the German Baltic ports, on account of want of supplies from Russia, consequently prices remained stationary. The quality of the harvest was here and in Russia exceptionally good—the weight standing often at 128 lbs. to 130 lbs.—but in quantity the yield was smaller than in wheat: the supplies, particularly of lighter qualities, were not sufficient, and the demand was considerable, consequently the lighter qualities have been proportionally better paid than the heavier. The exportation was chiefly to Stettin, Berlin, and Sweden. Prices were for Russian rye of 124·5 weight about 120 marks; home-grown of 128·9 weight, about 135 marks per 1,000 kilos. In the last months prices receded from 5 marks to 10 marks. At the end of the year sufficient supplies of home-grown came into the market.

Barley.—The demand for barley, particularly for feeding, was Barley. urgent; consequently both stocks and supplies found ready buyers up to the summer months, during which the supplies were not sufficient for the urgent demand. Prices were 108 marks to 120 marks in summer, and in autumn 92 marks to 100 marks, according to quality. The fine qualities to be used in malting came only in small supplies. The prices of home-grown ruled 130 marks to 148 marks.

Oats.—The observations as to barley apply also to oats. After the Oats. harvest increasing supplies came from Russia, but without great results. Home-grown ruled first from 110 marks to 132 marks, rose in summer to 142 marks, and sunk then in autumn to 128 marks and 116 marks. Russian, in spring, from 92 marks to 112 marks, in summer 112 marks to 124 marks, and in autumn only 98 marks to 104 marks.

Peas.—White boilers from Russia were sold only for London at low Peas. prices; others, as seed, were called for only by Stettin and Berlin. Feeding peas were in good dry quality, and in demand for the Baltic ports and Holland. Prices ruled from 135 marks to 155 marks. Grey peas were exported to England only in small quantities; the chief supplies went to North and West Germany. All sorts were nearly equally high in prices.

Beans.—The stocks of white beans on hand at the end of the Beans. preceding year went, in the course of six months, to Germany, England, and France, at the prices of 140 marks to 160 marks and 214 marks, according to quality. Large supplies came in autumn, but there was very little demand; prices fell from 170 marks to 180 marks; *in transitu* from 130 marks to 160 marks, and remained in stock. The trade in yellow beans was better; the prices were high: 180 marks to 196 marks *in transitu*, and they were in good demand; no stocks. The

trade in grey beans in 1884 was insignificant; prices were 125 marks to 135 marks, according to quality.

Tares. *Tares.*—Tares were in good demand, but in small supplies; prices were 180 marks to 138 marks.

Buckwheat. *Buckwheat.*—Prices ruled from 100 marks to 115 marks. The trade in buckwheat was insignificant from want of supplies. The trade in buckwheat groats was likewise very small compared with former years; prices 152 marks to 170 marks, according to quality.

Linseed. *Linseed.*—Fine qualities were exported to London, Germany, and Belgium, and were in very good demand; others to Norway and Hull.

Rape. *Rape.*—The harvest was of especially good and dry quality. Prices fetched first 242 marks per 1,000 kilos., then rose to about 254 marks.

Clover Seed. *Clover Seed.*—In consequence of a deficiency of home-grown red clover supplies came from America, France, Silesia, Russia, and Austria. Prices were: American from 50 marks to 60 marks; French, 56 marks; Silesian from 62 marks to 64 marks; Austrian from 45 marks to 50 marks; Russian from 58 marks to 60 marks; South Russian to 64 marks. Prices receded to 40 marks and 50 marks in consequence of similar supplies at the Baltic ports. Prices of the fresh harvest, in demand for Denmark, were from 46 marks to 47½ marks. The prices of white clover realised first 60 marks, then rose to 100 marks, and fell after the first fresh supplies to 40 marks and 70 marks. Of green clover large quantities went to England. The prices receded gradually from 50 marks and 60 marks to 30 marks and 50 marks.

Timothy. *Timothy.*—The business was very heavy: small demand and little profit. Prices were higher than abroad.

Poppy. *Poppy.*—This trade was in 1884 very insignificant compared with former years. Nearly all supplies remained in stock. Prices were for home-grown, 16 marks 20 pf.; for Russian, 13 marks 17½ pf.

Aniseed. *Aniseed.*—In consequence of the low railway freights in Russia, the supplies which came formerly to this place went to Riga and Libau in 1884. Prices were—19 marks 24 pf., according to quality.

Caraway. *Caraway.*—This article was in good demand for England, Germany, and Austria.

Mustard. *Mustard (Yellow).*—Prices of the old stocks ruled from 9 marks to 15 marks. The demand was variable.

Mustard (Brown).—There was no demand, although the prices fell from 8 marks 11 pf. to 7 marks 10½ pf.

Corn Weighing. *Corn Weighing.*—The retrograde movement of the corn traffic in 1884 made itself especially felt in the business of official weighing. There are three sorts of weighers—the regular weighers, the assistant weighers, and the reserve assistant weighers. The first two classes of them were nearly wholly employed in the previous year up to the month of November, while in the past year the regular weighers were able to do the business nearly alone for the first six months, and for last of business the assistant weighers were all dismissed on the 14th of June. Towards the end of August, when the new harvest began to be thrown into the market, the assistant weighers were recalled, and in the month of September the weighers of the reserve were drawn upon. The import, however, fell off so rapidly in the month of November that the reserve weighers were again discharged, as also were the assistant weighers towards the end of the year.

The amount of corn officially weighed in 1884 was 740,323 tons, against 946,043 tons in 1883.

The shipments of grain in 1884 were as follows :—

Articles.	To Belgium.	To Denmark.	To France.	To Great Britain.	To Hamburg.	To Holland.	To Lübeck.	To German Zollverein, exclusive of Lübeck.	To Norway.	To Russia.	To Sweden.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Wheat ..	7,530.1	8,159.3	5,599.9	23,823.6	418.3	9,890.0	1,399.3	57,557.3	1,838.1	..	4,398.6
Rye ..	..	6,748.4	..	567.9	330.0	2,930.0	627.2	49,100.3	24,169.9	250.0	5,999.0
Barley ..	..	1,437.9	..	3,246.2	..	128.8	162.6	5,938.4	814.7	..	3,029.8
Oats ..	18,047.3	1,515.6	1,400.5	12,074.9	..	848.9	827.4	8,126.5	..	..	..
Buckwheat ..	105.0	9.8	..	12.6	..	78.7	..	875.7	..	..	..
Peas ..	449.8	346.6	..	4,033.2	10.9	1,460.0	932.4	9,949.9	1,214.0	..	180.0
Beans ..	250.0	..	307.8	1,665.9	..	22.3	451.1	1,666.0	..	..	..
Tares ..	1,831.7	..	3,461.2	2,288.3	..	123	199.7	8,166.9	10.0	..	..
Clover seed ..	..	17.6	..	123.9	1.8	15.6	0.3	22.1	7.4	..	..
Caraway and aniseed ..	3.1	8.1	10.0	32.8	..	1.7	..	75.0	..	..	..
Hempseed ..	165.8	26.4	166.0	848.2	..	273.3	76.4	124.0	7.0	..	..
Linseed ..	2,336.3	1,660.3	..	3,841.1	..	2,738.4	13.5	1,872.4	1,044.4	..	260.3
Rapeseed ..	19.6	373.1	116.9	1,170.4	..	2,430.0	105.4	1,399.7	97.1	..	..
Mustard-seed ..	13.8	7.3	37.0	72.0	..	120.0	99.4	106.0	..	..	..
Graindries ..	34.5	28.5	..	317.4	..	..	3.6	139.7	..	..	8.3

FLAX, HEMP, AND CODILLA.

Flax, &c.

The official returns—that is the returns of the customs, railways, and weighing machines—do not give the whole amount of the imports of these articles, since the flax which goes to the spinners is not included in them. The official returns, however, of imported or exported flax, hemp, and codilla, give about the same results as in 1883—that is, 55,896 to 53,108 tons respectively. The business, however, done in 1883 in these articles was considered bad, and it is considered to have been equally bad in 1884. As the reports of the flax harvest in Russia in 1883 were much exaggerated, both in quality and quantity, prices went down, and contracts were made which had later to be executed at a loss, since prices in Russia went up rapidly, when the exceptionally bad nature of the harvest, both in quantity and quality, was discovered.

Not only was the harvest extremely small, but the flax itself had all the faults which bad flax can have. The fibres lacked pliancy and strength, the preparation was generally bad, and the colour of it was also bad. The consequence was that the spinners for the most part declined altogether to buy, and continued to cut up the better flax of 1882, of which, fortunately for them, stocks still remained. In consequence of this attitude of the manufacturers, prices, which had gone up in Russia, again fell.

The variations of prices from commercial causes were also aggravated by the variations of value of the Russian paper rouble. Such was the state of things in the early part of the year, but in the month of June the spinners could no longer hold out on the old stocks, and prices began again to rise in Russia, and this rise was affected by the unfavourable reports of the new harvest in Russia, as well as by the unfavourable reports from Belgium, France, and Ireland.

Prices rose, including the difference of value of the Russian paper rouble, from 10 to 12 marks per 100 kilograme towards the end of the year.

Prices ruled generally as follows:—

Watered Crush Flax.—That from Ponoviesh, Schadow, and Dalbino realised from 55 to 56 marks per 100 kilos.; Bodolian and Wilkomir from 54 to 55 marks; Kardan and Kowno, and the similar qualities, fetched from 50 to 52 marks. Lower sorts, from 40 to 45 marks for No. 1; 34 to 38 for No. 2.

Slanitz Flax.—Woloschner fetched from 52 to 53 marks; Dalhino and Weliser, 46 to 47 marks; Kowno and other ordinary sorts from 40 to 42 marks.

Tows and Codillas.—Paretscher, No. 1, fetched from 46 to 47 marks; No. 2, 33 to 34 marks; Polish, No. 1, from 36 to 41 marks; No. 2, 18 to 24 marks; No. 3, from 10 to 14 marks.

The harvest of 1884 is described as of a good middling one for quality, and in this respect a great improvement on the previous years; but the quantity is extraordinarily small, and will be a third smaller than an average harvest. On account of the dry weather of last summer the stalks did not in many places attain the required length, and whole fields were in some places mown down as useless.

Hemp.—The business in hemp was very unsatisfactory during the whole year. The high prices demanded in Russia could not be made to harmonise with the state of the foreign markets. On the 1884 crop judgments were at variance for a time, but it appears now that the new hemp contains much short goods, and does not reach an average quality. There was little variation in price during 1884. Prices ruled during the year for the 100 kilos. from—

						Marks.
Fine Polish	..	..	..	..	..	58 to 64
Russian	..	..	..	..	..	53 58
St. Petersburg	..	..	..	..	..	52 57

Hemp Tow.—This article was in good request throughout the year, and was paid according to quality, from 12 to 17 marks per cwt.

WOOD.

The wood trade at Königsberg, although not so important as at Timber-Dantzic, is still one of the chief branches of commerce of the town, and in this the reports for the year are unfavourable. The export trade suffered, as in previous years, from a decline of demand from England, France, Holland, and Belgium, and had also to contend with an increased produce for Norway, Sweden, and Finland; and therefore, in spite of low freights, there was little business done until late in the autumn in the way of export. Later the dealers, however, were tempted to take advantage of the lowness of prices for freight, and sell at reduced prices, so that this profit was extremely small for the whole year. The quantity exported was 51,354 lasts against 57,543 lasts in 1883, which shows a reduction of about 11 per cent.

Oak logs, planks, and masts, and also fir and pine logs, which usually are directed to France and England, could be sold only at a loss during the whole season.

The business in sleepers was dull and without profit, the large stocks remaining over the winter; and the abundant supplies in the rival ports, combined with smallness of demand, made prices fall 10 per cent., and the owners of stocks held in hoping for better times.

Staves for herring barrels were supplied to Scotland in about the same quantity as last year, but at lower prices, and the lowness of freight alone rendered possible business during a part of the year.

Aspen logs for the manufacture of matches were exported in greater quantities than in the preceding year, but the competition of the produce of Finland made their sale less remunerative.

A much less quantity of alderwood was exported therein in 1883, owing to the existence of large stocks, and the fall in price of common cedar.

Mining timber and pit props have been for the first time exported to England in the course of the past year.

Sawn planks went off heavily, and often with loss.

The business in firewood was also not satisfactory, notwithstanding that in consequence of the mild winter and the absence of sledge-roads prices went up.

Coals and coke continue to displace wood as a heating material.

The towns of Memel, Tilsit, Königsberg, and the adjacent districts are almost exclusively provided with logwood from the district of the Niemen; but, as has been previously remarked, forest labour and the transport of wood were made very difficult by the mild weather, and this was especially the case with alder and birch wood, which grow chiefly in marshy districts. Of these two kinds of wood, a third less was conveyed to Königsberg than in the preceding years. However, as the fresh supplies came nearly two months earlier than in the past year, prices receded from 5 to 10 per cent. less than in 1883, and were about as follows:—

		Inches.	Cords.	Marks. pf.	Marks. pf.
Fir logs in the bark	..	7 × 7	from 3 50 to 4 50	per piece	
" "	..	8 × 7	6 00	6 50	"
" "	..	10 × 7	9 50	10 50	"
" "	9 inches, 400 to 425 marks per 60 pieces (schock) of 378 cords				
" "	10 " 475 500				
" "	11 inches, short, 600 to 650 marks per schock of 378 cords				
" "	12 " middle, 775 850				
" "	13 " " 1,000 1,150				
Pine, round logs	12 " " 800 850				
" "	13 " " 975 1,025				
Alder	13 " " 1,000 1,050				
Birch	13 " " 1,000				
Asp	13 " " 1,500				
Pine, mardassen	.. .. 1,050				

There were at work 13 steam sawmills of about 240 horse-power.
According to private reports the importation of wood was as follows:

A.—IMPORTATION from Russia.

Articles.	1884.	1883.
	Schock.	Schock.
Fir logs, round	1,020	1,034
Pine " "	77	163
Poles and spars	1,401	149
Oak round logs	25	48
Sundries—ash, birch, alder, &c. ..	163	255
Total	2,686	..

Equal to 60 pieces.

Year.	Schock.	Sq. Meters.	Value.
			Marks.
1884	2,686	101,700	1,457,000
1883	1,600	98,000	1,500,000
1882	1,163	60,600	920,000

B.—IMPORTATION from Other Countries.

Articles.	Quantity.	Value.
	Sq. Meters.	Marks.
Fir and pine laths, mardassen	1,400	23,700
Oak planks and poles	70	2,500
Oak, fir, pine, alder, sawn goods of ..	89,000	1,164,100
" staves (about 1,236 schock) ..	400	4,900
Sleepers (about 700,416 pieces) ..	114,030	1,830,100
Billet wood	5,800	52,000
Total	160,670	3,066,700

The total figures of the importation were—

Year.						Quantity.	Value.
						Sq. Meters.	Marks.
1884	..	..	..	..	..	262,370	4,524,200
1883	..	..	..	..	..	299,800	4,585,000
1882	..	..	..	..	..	249,700	5,220,000

The exportation of wood articles in 1884 was—

Articles.						Quantity.	Value.
						Sq. Meters.	Marks.
Oak balks and poles, about	..	..				1,424	..
Fir and pine balks and laths	..	..				2,863	..
Billet wood	..	..				23,864	..
Sawn goods	..	..				37,562	..
Sleepers (487,506 pieces)	..	..				66,899	..
Oak staves	..	..				66	..
Total	..	..				182,678	2,856,800
Against 1883	..	..				153,799	3,550,000
„ 1882	..	..				159,682	4,420,000

The exportation according to countries was as follows :—

Countries.						Quantity.	
						Sq. Meters.	Lasts.
By sea—							
Great Britain and Ireland	..	..				61,085	= 23,680
Germany	..	..				51,928	= 20,120
France and Belgium	..	..				10,190	= 3,950
Holland	..	..				4,017	= 1,554
Denmark	..	..				5,183	= 1,940
Russia	..	..				280	= 110
Total	..	..				421	132,678 = 51,354
Against 1883	..	..				444	153,781 = 57,543
„ 1882	..	..				447	159,682 = 59,881

By rail about 454 waggons of sundries in 1884, against 549 waggons in the preceding year. Königsberg, however, in regard to the wood trade, lies under considerable disadvantages as compared with the ports of Dantzic and Memel, from its inferior water communications with the interior, as well as from the absence of a deep water way through the “Frische Haff.” Its competitors lie close on the sea, and have neither canal tolls nor lighter costs to reckon with in their wood traffic. Various remedies are proposed for lightening the disadvantages under which Königsberg thus suffers in a trade which it is felt is capable of great expansion, and which would provide labour for the workmen who, on account of the pause in the grain trade during the summer months, are then without employ.

METALS.

Iron.

Iron.—According to the Custom-house lists, the importation by sea was as follows:—

Articles.	1882.	1883.	1884.
	Kilos.	Kilos.	Kilos.
Raw and scrap ..	3,190,914	4,525,812	4,133,152
Bar	5,708,833	5,099,527	8,400,031
Angle and corner ..	1,474,159	1,158,567	250,521
Sheets	1,647,709	2,275,869	3,220,292
Steel	861,075	317,573	319,255
Total	12,882,690	13,877,348	16,323,251

Of these quantities there came from Great Britain in 1884:—

	Kilos.
Raw and scrap	3,661,912
Bar	12,209
Sheets, black	318,331
Wheel hoops for railway carriages ..	7,604
Wire	44
Wares, coarse	262,603
„ fine	11,695
Tubes	27,094

According to the above statement, in 1884 about 2,500,000 kilos., or about 2,500 tons, more were imported than in 1883. This increase was chiefly in bar iron.

The importation for home consumption was from Germany, with the exception of the above-mentioned raw iron, which came from England. The price of German bar iron was very cheap compared with English, and the English could not compete in price even if there were no German import duty; therefore the bar iron which arrived, according to the lists of the Custom-house from England, must have been *in transitu* to Russia. Sheets from England, Holland, and Belgium were also only *in transitu* for Russia. A part of the iron importation came *via* Amsterdam, Rotterdam, and Antwerp from Germany. The iron which has come *via* Stettin, and from thence by sea, was from Silesia; notwithstanding, this way was much cheaper than by rail. 7,580 tons of iron came by rail from Silesia, according to the lists of the East and South Railway. Wrought bar iron is not in use here.

The exportation, according to the Custom-house lists, was—

Articles.	1884.	1883.
	Kilos.	Kilos.
Raw and scrap	900,335	1,180,132
Bar	65,743	688,608
Angle and corner	256,514	30,000
Sheets	1,496,966	701,441
Steel, raw .. ..	..	978
Total	2,719,558	2,601,159

Of which 2,596,233 kilos. went by rail to Russia.

On the whole, the iron trade was still more unfavourable than in 1888. The year commenced with dulness, on account of little demand at the foundries. In February the foundries in Silesia could not keep the agreement as to prices which was entered into between the iron works, to avoid competition amongst themselves. The prices fell considerably; they rose somewhat in summer, but the trade was not profitable, and remained in this state during the year. There was much over-production, as in all branches of industry, accompanied by continuous urgent offers from the manufacturers, causing apprehensions in the dealers of a new fall in prices, and consequently zealous endeavours to sell, if even without profit or with loss. Such was the character of the year.

Rolled bar iron fetched at the commencement of the year from 13 marks 25 pf. to 13 marks; it sunk to 12 marks 50 pf. and 12 marks 30 pf. in February, and in March and April rose again gradually to 12 marks 75 pf., 13 marks, and 13 marks 25 pf., and closed at the end of the year at only 12 marks 50 pf.—all per 100 kilos.—in consequence of urgent offers at very low prices. The demand for the province was, at these extremely low prices, in general brisk. The transit business to Russia has been very insignificant for some years; only small quantities of raw iron, of English and Belgian plates, were sold to Russia. The trade by rail from Westphalia to Russia is likely to be very considerable, but will not be profitable to Königsberg.

The trade in iron ware remained likewise bad during the year. Goods made of iron wire, the principal part of this business, fell 10 per cent. in prices; coarse nails were only 25 per cent. dearer than rolled iron. The same is to be said about the trade in drawn wire, rolled wire (sold at 13 marks to 13 marks 50 pf. per 100 kilos.), and chains; also, wares of wrought iron, as spades, pans, &c., sunk in prices; likewise casting wares, locks, and tools. In summer the stocks were sold at a loss.

On account of difficulties at the frontiers, and the competition of Russian dealers, the export of iron wares to Russia is not so great as formerly.

Lead and Tin.—The trade was as in former years insignificant, especially on account of the large stocks remaining at most Russian places. Banca tin fetched first 186 marks, then rose to 189 marks, and sunk from September to the end of the year to 184 marks, and gradually to 16½ marks per 100 kilos. Australian tin sunk continuously from 180 marks to 156 marks per 100 kilos. Tin in bars sunk from 186 marks to 178 marks, then to 175 marks, and closed at the end of the year only at 158 marks per 100 kilos.

COLONIAL GOODS.

Tea.—Amid the general unfavourable results of commerce here during the past year, the tea business distinguished itself as being satisfactory.

The import was—

						Cwts.
In 1884	..	..	..	..	..	238,940
1883	..	..	..	..	..	218,590

Of this 72,450 cwts. were taken up by the tea dealers of the place, and 166,490 cwts. were exported against 144,040 cwts. in 1883.

The direct import of Russia from China have, as was the case last year, diminished in consequence of the competition of London dealers.

Of the tea taken up by Königsberg dealers, 14,100 cwts. remain in stock, a quantity sufficient, it is considered, to prevent any considerable rise in price here, especially in view of the increasing supplies of Indian tea, which is regarded with increasing favour in the London market: an important factor in dealing with Russian tea, as indeed is the case in all exports from Russia, is the variable value of the Russian paper rouble, and a contract for payment in roubles at a fixed date partakes of the gambling nature of a time bargain on the Exchange. The fluctuations in value of the Russian paper money during the past year was extraordinary. In January the rouble stood at 198 pf.; in the middle of April it rose to 213, in June it fell to 204, and rose in December to 210 in the present year 1885; in consequence of the uncertain political aspect of affairs the rouble sunk again to 195 pf. A local bank here, that of Bernstein and Co., which was in the habit of speculating in the rise and fall of Russian roubles, failed in the course of the present year for 4,000,000, and the two partners committed suicide. In the way of trade with Russia difficulties equally great with those of the variation of the rouble arise from the caprices of the Russian customs tariff.

Coffee.

Coffee.—Business was extremely brisk during the whole year. The prices were:—

	1st January, 1884.	31st December, 1884.
At London, for common to good small ..	64s. to 68s. 6d.	52s. 6d. to 54s.
Havre, for Santos good average	70½ fr.	52½ fr.
Hamburg, for Rio good ordinary	53 pf.	42 pf.
In Holland, for Java good ordinary	35½ c.	28 c.
At Rio Janeiro, for good firsts	5,600 reis.	4,800 reis.
Santos, for good average	5,100 „	4,100 „
Königsberg, for good ordinary Rio, duty paid	80 pf.	68 pf.
Königsberg, for good ordinary Java, duty paid	89 „	77 „

The low prices of Java coffee, in spite of its inferior quality, attracted buyers. The qualities, however, of the produce of Rio and Santos gain in character, while those of Ceylon loses, and is displaced by washed Rios and Laguayras.

At the 1st January, 1884, stocks of coffee were:—

Transit goods	Cwts.
The importation of 1884 was	10,338
Total	38,497
	48,835
	Cwts.
The exportation by rail to Russia	2,204
„ „ ^{sea}	588
Stocks at the close of 1884	8,610
	11,402
The consumption of the province in 1884	37,438
„ „ „ 1883	40,860

Rice.

Rice.—The sale of rice began in January with low prices; in consequence of short supplies there was a temporary rise, but at the end of the year prices fell again to 1 mark lower than at the commencement of the year, in consequence of the favourable potato harvest throughout Europe.

The home consumption was :—

						Cwts.
In 1884 ..	..	..	..	..	..	43,972
1883 ..	..	..	..	..	..	50,481
1882 ..	..	..	..	..	..	49,226
1881 ..	..	..	..	..	..	77,522
1880 ..	..	..	..	..	..	91,305

The importation in 1884 was 58,050 cwts.; of these 8,143 cwts. came from England.

Spices.—Of spices only 5,995 cwts. were exported, against 9,950 cwts. Spices in 1883, owing chiefly, it is reported, to the high price of black pepper, which is ascribed to a combination of English capitalists. Pimento, however, has continued to fall in price, as also has cassia.

Southern Fruits.—By the commercial treaties with Italy and Spain, Fruits which came into force in 1883, the duties on fresh fruits was lowered from 12 marks to 4 marks, and the importation rose from 2,570 cwts. to 4,175 cwts. These treaties, however, had no effect in the import of dried fruits, which remained about the same, although the duty on almonds was diminished from 30 marks to 10 marks, and on raisins and currants from 24 marks to 8 marks. Currants, however, which were at the beginning of the year at 21 marks per cwt., fell later to 18 marks, in consequence of the lesser demand for them in France, owing to an improved wine harvest, since in France they are employed in the fabrication of spurious wine to remedy deficiencies of vintage. Of raisins the Smyrna kind alone were imported; and this, in consequence of the Valencia crop, which is the kind preferred in England, having turned out badly, and of its deficiencies having to be covered by Smyrna ware, these rose in price towards the end of the year. Smyrna raisins began at 10 marks, then fell to 13 and 12½ marks, and finally rose to 24 and 25 marks. Almonds, from the beginning of the year up to the time of the new harvest, fetched from 67 to 70 marks per cwt., and then fell to from 56 to 60 marks.

The stocks of colonial goods at the close of 1884 were as follows :— Colonial Produce.

In the Royal Bonding Yards.

						Kilos.
Southern fruits ..	..	..	..	..	..	21,023
Pepper ..	..	..	..	..	..	5,145
Spice—						
Cloves ..	..	..	..	..	..	21,035
Cinnamon ..	..	..	..	..	..	7,704
Other spices ..	..	..	..	..	..	1,073
Coffee, raw ..	..	..	..	..	..	237,717
Cocoa beans ..	..	..	..	..	..	2,052
Rice, peeled ..	..	..	..	..	..	199,423
Salt, foreign ..	..	..	..	..	..	1,176,755
,, home ..	..	..	..	..	..	33,499
Tobacco, raw ..	..	..	..	..	..	138,570
Tea ..	..	..	..	..	..	616,446

In Private Hands.

						Kilos.
Southern fruits ..	..	..	..	..	..	19,998
Pepper ..	..	..	..	..	..	4,149
Cloves, pimento ..	..	..	..	..	..	12,543
Cinnamon, cassia ..	..	..	..	..	..	11,639
Other spices ..	..	..	..	..	..	8,993
Coffee, raw ..	..	..	..	..	..	142,759
Cocoa beans ..	..	..	..	..	..	183
Rice, peeled ..	..	..	..	..	..	709,888
Tea ..	..	..	..	..	..	88,416

CATTLE, HORSES, AND ANIMAL PRODUCTS.

Horses.

Horses.—The breed of horses in East Prussia is of a fine and useful quality; indeed, one of the things which first strikes the observer in Königsberg is the number of well-made, strong horses used in daily traffic, and much attention is paid to improving the breed. The horse market was held here on the 18th and 20th of May, and there was a goodly display of riding and draught horses. Some horses fetched the price of 3,000 marks, and at the close of the market, as usual, prices were distributed to the best draught horses and to riding horses.

The importation and exportation of horses and cattle was as follows:—

By the Royal East Railway.

	Import.		Export.	
	Pieces.		Pieces.	
Horses	1,455		1,687	
Foals	322		47	
Bulls and oxen	1,674		4,109	
Cows	1,055		701	
Calves	4,246		673	
Pigs	22,962		19,011	
Sheep, lambs, and goats	4,797		15,107	
Feathered cattle	5,150		10,719	

By the East Prussian South Railway.

	Import.		Export.	
	Pieces.		Pieces.	
Horses	1,220		252	
Cows, foals	3,670		377	
Calves, pigs, sheep, goats	20,180		601	
Lambs	31		..	

On the 22nd of May the annual agricultural exposition was opened at Königsberg, and closed on the 25th of the same month. The show of cattle, sheep, and pigs appears to have given great satisfaction.

Bones.

Bones (Cattle).—Russia, which formerly supplied the greatest quantity of cattle bones, still continues to crush her own bones for home consumption; the produce was therefore limited to that of the province. Two small shiploads went to the east of Scotland. Prices ranged from 10 marks 50 pf. to 11 marks. Russia has laid an export duty on bones of 10 gold c. per pud, but allowed crushed bones to go free. Several mills for crushing bones have been established at Kowno and other places close to the Prussian frontiers; consequently the bone-crushing millers have suffered from Russian competitors.

Tallow.

Tallow.—Business was done at a loss during the whole year. La Plata tallow fell from 43 marks to 36 marks; Australian tallow was sold at 34 marks; and New York City tallow fetched only 32 marks 50 pf., c.i.f.; Iceland sheep tallow stood at the end of the year at 39 marks; home raw tallow fetched from 35 marks to 38 marks, according to quality. From Russia, in December, came small supplies, which fetched 35 marks 50 pf. without duty.

Soap.

Soap—Tallow soap sunk from 36 marks to 25 marks per cwt

according to quality. Toilette of ordinary quality fetched from 34 marks to 38 marks.

Candles.—Stearin candles fetched 72 marks, 68 marks, and 64 marks, Candles. according to quality; tallow candles 60 marks per cwt.

Train Oil.—About 1,500 tons changed hands. Prices fell from Train Oil. 72 marks to 60 marks per ton. In Pillau about 1,000 cwts. of fish train oil were imported, which found no buyers in Königsberg, though offered at 21 marks on delivery.

Hides.—Business more lively than in former years. From 17,000 Hides. to 20,000 oxhides came to market, valued at from 300,000 marks to 330,000 marks; 8,000 hides of this quantity were supplied from Königsberg. The prices fetched for heavy oxhides from 15 marks to 17 marks to 27 marks per piece, according to quality; light Russian oxhides 11 marks to 12 marks.

Horse Hides.—From 5,000 to 8,000 pieces came to market, valued at about 96,000 marks.

Calf Skins.—Prices were for Prussian skins:—

	Per Piece.
	Mks. pf.
100 pieces, weighing 300 lbs.	1 80
„ „ extra large, weighing 250 to 280 lbs.	1 65
„ skins, weighing 210 lbs. (for lackering)	1 50
„ middle, weighing 170 lbs. (for lackering)	1 40
Brack No. 1, weighing 250 lbs. (for lackering)	1 30
„ 2 „ 240 „ „	1 00

The whole quantity of the market was about 250,000 pieces, of about 900,000 marks value.

Russian Calf Skins.—Prices were from 1 mark 10 pf. to 1 mark 80 pf., according to weight and quality. The total import was valued at 250,000 marks.

Leather.—The transactions in leather were:—

	Value.
	Marks.
Upper leather of about	800,000
For inner soles „	100,000
American sole leather of about	900,000
Harness leather of about	100,000
Horse leather „	100,000
	<hr/>
	2,000,000

Leather.

The import of leather by sea, particularly of American sole leather (hemlock and Valdivia), is on the increase, although this article pays an import duty of 36 marks per 100 kilos. The importation was as follows:—

	Kilos.
Sole leather in 1884	225,968
„ „ 1883	169,620
„ „ 1882	146,897
Leather of all kinds, exclusive of sole leather, in 1884	35,267
„ „ „ „ 1883	9,167
„ „ „ „ 1882	5,167

In spite, however, of the amount of business done being the same, profits diminished, being in gross not 3 per cent., and in detail not above from 5 to 6 per cent.

The tanning business of the province has declined in quality; the tanners ascribed the deterioration to the want of oak-tanning bark.

Bristles.—Business less brisk than in the preceding year. The Bristles. dearer white sort had few buyers, but the grey was in greater demand; the second and middling sorts found a good sale in Germany, the better

sorts in England and America. France and Sweden were also buyers. From Russia came good assortments, which found ready sale.

The quantity in the market amounted to about 500,000 lbs., of a value of 1,500,000 marks. The greater part came already prepared from Russia. The prices were as follows :—

	Length.	Value per lb.	
		Mks. pf.	Mks. pf.
For white inch	Inches. 4½ to 6	8 00 to	8 50
„ shoemaker	5½	5 00	6 00
„ I. leak	4½	3 00	3 50
„ II. „	4	1 80	2 25
grey inch	4½ to 6	5 00	5 50
„ shoemaker	5½	3 50	4 00
„ I. crown	4½	2 70	3 00
„ II. „	4	1 90	2 10

The prices of the imported Russian bristles were as follows :—

	Length.	Value per lb.	
		Mks. pf.	Mks. pf.
For white Akatka	Inches. 6½	12 00 to	12 50
yellow „	6½	10 00	10 50
grey and black Akatka	6½	7 50	7 90
high prime grey „	5½	5 20	5 40
„ white „	5½	6 20	6 40
Suchaja grey Akatka	5	3 60	3 80
„ white „	5	4 50	4 70
second grey Akatka	4½	2 30	2 50
„ white „	4½	2 80	3 10
Zwigstoss Akatka	4½	1 50	1 70

Wool.

Wool.—The wool market began on the 12th of June and ended on the 25th; business was not brisk. The quality of the provincial wool is said to have deteriorated owing to bad breeding. Prices of washed wool generally went down 4 per cent.: fine wool, however, suffering less. Prices were:—

	Marks.
Comb wool, per 106 lbs., from	153 to 165
Cloth „ „ „	162 171
Stuff „ „ „	144 159
Mixed „ „ „	114 135

Sacks free of cost.

Imports of unwashed wool amounted to from 23,000 cwts. to 25,000 cwts., a quarter of which came from West Prussia. With small exceptions the wool sold in the market. The prices of unwashed wool fetched from 46 marks to 70 marks per lb., excluding sack.

MINERAL PRODUCTS.

Amber.

Amber.—Amber, which from the dawn of history has been one of the chief productions of this coast, and which was formerly mostly picked up on the shore, or floating on seaweed in the sea, is now sought for by mining operations at Palmnicken, and by dragging at Schwarzort, and by diving operations at both places. The mining operations are in the

hands of the firm of Messrs. Becker and Co., and are extremely curious. They have been carried on now for 20 years. In the time of Frederick the Great mining operations were also attempted, but were not sufficiently successful on account of the mines not being carried deep enough. Then they were abandoned. The present company pays the Prussian Government 100,000*l.* sterling a year for the right to mine. The amber is found in this way in great abundance. The prices have not varied much during the year, having been for large pieces from 13 marks to 120 marks, and for small from 25 pf. to 13 marks per kilogramme. One piece weighing 7 lbs. was found in the course of the past year; a piece of 11 lbs. weight was found a year or two ago by mining, which is the largest piece which has been found since the days of Frederick the Great. The following figures give the total of the amount found in the course of the years 1884-83, by which it will be seen that the quantity of amber found by dragging and mining far surpasses that found by the old method.—

						In 1884 against 1883.	
						Cwts.	Cwts.
Steam dragging at Schwarzort	..	..	..	..	..	1,300	1,280
Mines at Palmnicken and Kraxtepollen	..	..	..	..	..	2,920	2,000
Diving ..	..	..	..	..	..	160	150
Digging, straining, and picking up ..	..	..	..	..	..	100	90
Total	..	..	..	..	..	4,480	3,470

The quantity found in 1884 was therefore superior to that found in 1883 by 110 cwts.; but the amber trade has been suffering much of late by the quantity of the imitated article which has been thrown upon the market, and imitation amber has largely taken the place of real amber in the manufacture of pipes. This has been especially the case in Vienna, where pipes are manufactured in large quantities; but a better spirit has been shown of late by the pipe manufacturers there in following the lead of the Parisian manufacturers, who, for the most part, refuse to employ imitation ambers. Supplies, too, are beginning again to be sent to Turkey, which, on account of the bad credit of the country, had of late been excluded from the market. The demand, too, for amber for beads has been increasing from China and in the Oriental countries.

In the dragging operations at Schwarzort about 900 men are employed; in the summer at Palmnicken about 1,000, and there were about 120 divers. There is a special railway to the mines of Palmnicken, and steam engines are used to the amount of about 1,400 horse-power.

Coal and Coke.—The import of coal and coke were according to the official returns as follows:—

				In 1883.	In 1884.
				Tons.	Tons.
By sea	..	..	..	138,944	147,056
By rail	..	..	..	12,700	17,835
Total	..	..	..	151,644	164,891

Notwithstanding however this increase of imported coal, the business was duller and less productive than in the preceding year, owing to the

lowness of prices and to the greater increasing competition of Silesian coal on the market, which has been favoured by a diminution of the railway tariff.

Salt. *Salt.*—In salt also the year was unfavourable. The business done in salt here, as shown by the Custom-house tables, amounted to—

					Export.	Import.
					Tons.	Tons.
For the year	1884	..	..	..	6,055	2,021
"	1888	..	..	..	9,527	2,807

Cement. *Cement.*—Cement was in great demand; from 80 to 98 thousand barrels came into the market. Prices ruled from 850 to 760 marks per ton of 180 kilos.; the great part of the supply came from Stettin. The greater part was forwarded to Russia: 80,000 barrels were employed in the Russian fortifications at Goniondz; 15,000 barrels were sent to the south of Prussia and other parts of the empire. Large quantities were employed in the garrison works in South Prussia, on the new lines of Ostbahn, and in the Pillau harbour works.

Limestone. *Limestone.*—There was an import of 180,000 cwts. of limestone, mostly from Sweden. About 120,000 cwts. were used in local lime-kilns; the rest went to the sugar factors at Tapiau and Rastenburg. The cwt. of burnt limestone fetched on the average throughout the year from 1 mark 25 pf. to 1 mark 30 pf.

Tiles. *Tiles.*—Tiles were in great demand, and were from 3 to 4 marks per thousand, owing to the great demand for fortifications and provincial barracks. The small Antwerp manufactured tiles did a good business, and were disposed of to country buyers.

Glass, &c. *Glass, Porcelain, and Earthenware.*—In these articles the business done was much the same as in the preceding years. Pomeranian common window glass is supplemented by the window glass made on the Rhine. The finer kinds of porcelain were in small demand.

Drugs. *Chemical Drugs, Artificial Manures, Oil, and Oil Cakes.*—The business done in these articles decreases from year to year. Not only do the conditions of transport stand in the way of exportation, but the heavy taxes raised on the German frontier have caused foreign houses to establish branch manufactures within the Russian frontiers.

The following is a list of the comparative prices of the chief articles at the end of the year, from 96 to 97 marks:—

Articles.	January, 1884.	December, 1884.
	Marks.	Marks.
Alum	6½	6
Antimony, raw	28	24½
White lead oxide	17½	16½
Sugar of lead	25	23
Borax	55	42½
Catechu	33	31½
Chloride of lime	11½	7½
Acetic acid, 100°	68	52
Litharge	13½	12½
Glauber salt	8½ to 8¾	8 to 8½
Gum arabic	95	125
Resin, strained	5	4½
Kali, chromic acid	43	33½
Red lead	15½	13½
Phosphor	240	180
Salmiac	42	41½
Saltpetre, kali	22½	22
„ natron	18½	15½
Shellac, fine orange	110	82
Sulphuric acid, 66°	5	4¾
Potash	3¾	3½
Soda, calcined, 52°	6½	5½
Caustic, 70-72°	12¾	10½
Vitriol, iron	3½	3½
„ copper	23	20½

Colouring Matters.—The business done in these products was small. Colouring Indigo is driven out of the market in a great measure by chemical substitutes, although large supplies of the last Indian indigo harvest were brought into the market. The Bengal indigo of the year was in good quality, but fetched from 8 to 9 marks only the ½ kilo., against 9 to 10 marks for the preceding year. Matters.

Artificial Mineral Waters.—Nearly, as in 1883, 2,500,000 bottles were manufactured here, of the value of 180,000 marks. 100 workmen were employed in the production. Mineral Water.

Artificial Manures.—The business was very bad in superphosphate and saltpetre. The market suffers from over-production and smallness of demand. Manure.

Rice Starch Manufactory.—The industry is declining. Starch.

Oil Mills.—Oil mills worked without profit in the past year, and suffered from a bad agricultural year. Oil Mills.

Rape Oil.—In rape oil about 6,000 cwts. changed hands: prices fell 7 marks in the course of the year. The prices ruled at 33½ marks to 53 marks in the months of January and February, and gradually receded to 25½ and 25¾ marks in the months of October and November, rising again 1 mark in December, all for 50 kilos., including barrels. Rape Oil.

Linseed Oil.—About 6,000 cwts. also were disposed of this commodity. The low prices of the preceding year continued with a slight amelioration towards the end of the year, but were not sufficient to cover the cost of production. Linseed Oil.

The average of prices ruled from 22½ to 22 marks in the months of January and February, and to 24 marks in April, after which there was a fall till the month of October, when they rose again to 23½ and 25 marks, which price lasted till December, when it fell again to 22½ marks, and all for 50 kilos including barrels.

Rape and
Linseed Oil
Cake.
Petroleum.

Rape Cake and Linseed Oil Cake.—Business in these articles are very discouraging.

Petroleum.—The trade in American petroleum has during the last years been subject to great depression, owing to the increasing importance of the Russian importation from the Caspian Sea. During the last 14 years the importations have been as follows:—

				Importation.	Exportation.
				Barrels.	Barrels.
1870	..	..	..	43,901	44,227
1871	..	..	..	63,975	54,519
1872	..	..	..	53,060	61,190
1873	..	..	..	104,495	90,089
1874	..	..	..	85,936	99,468
1875	..	..	..	121,327	110,588
1876	..	..	..	86,207	104,220
1877	..	..	..	113,322	94,948
1878	..	..	..	79,198	84,737
1879	..	..	..	79,345	81,332
1880	..	..	..	70,186	71,408
1881	..	..	..	90,439	78,655
1882	..	..	..	72,743	71,114
1883	..	..	..	50,060	61,885
1884	..	..	..	68,149	63,564

Of the quantity there imported, 61,000 barrels were consumed in the town and province. 2,500 barrels were sent to Russia.

In the years 1883 and 1884 there were imported of Russian petroleum—

				1883.	1884.
				Barrels.	Barrels.
Via Proskau	..	..	..	650	300
Eydtkuhnen	..	..	..	640	3,900
Tilsit	..	..	..	690	206
Total	..	..	..	1,980	4,406

The greater part of the importation of American petroleum into Germany, however, takes place through the ports of Bremen and Hamburg. Nevertheless Königsberg, in 1875, exported to Russia 72,000 barrels, which however fell in 1880 to 8,600 barrels, and has now fallen to 2,800 barrels, while 4,406 barrels were imported from Russia. There are, however, heard complaints as to the quality of Russian petroleum and the inferiority of its lights, and its increasing consumption is due only to its inferior price; the Russian petroleum selling generally from 50 pf. to 1 mark per cwt. lower than the American.

It is proposed, however, to raise the tax on petroleum in a way which cannot but be favourable to Russian and unfavourable to American importations.

MANUFACTURES AND ARTICLES OF TEXTILE INDUSTRY.

Textiles.

Twist.—Single thread twist of middling quality is provided solely by German factories, and fetched during the past year from 70 pf. to 72 pf. the English pound. Cotton goods experienced a retrograde

movement. Of staple wares, linen stuffs, warps, and stouts were in good demand, and gingham was much called for, while all-woollen flannels went off badly, owing to the quantity of mixed woollen substitutes in the market. Cachemeres went off best among pure woollen goods. The half-woollen goods of Elberfeld were much sought for. The sale in silks and velvets was moderate.

Linen Goods.—The business in these wares was dull, and year by year in the province cotton is supplanting linen.

Woollen Cloth.—Cloth of German manufacture is almost exclusively sold, and is said here to be of a more solid quality than English at equal price. The best cloths come from the Rhenish factories.

Umbrellas and Parasols.—The manufacture of these articles employs about 250 people, of which the greater part are women. The business is increasing: umbrellas and parasols of Königsberg manufacture are exported not only to other parts of Germany, but to Russia and the East.

Rags.—Business in rags was bad. The usual trade with America was stopped by the precautionary measures of the United States Government against cholera, in the shape of an absolute prohibition of the imports of rags for three months. The substitutes of new fibre enable the papermakers here to do without rags. Prices of unsorted Russian varied from 19 to 20 marks during the year; the average of Russian sorted was from 24 to 29 marks, and inland unsorted from 12 to 14 marks per 100 kilos.

Shoddy.—The whole year's production in this article was 3,600 cwts., from 4,800 cwts. of woollen rags.

Pasteboard Tiles, Asphaltic, and Wood Cements.—About 7,500 cwts. of paste and 5,000 cwts. of tar asphaltic and pitch were employed in this manufacture.

ARTICLES OF FOOD.

The corn-grinding industry, which flourished here 10 years ago, has in consequence of the increased taxes on both sides the Russian-Prussian frontier declined for some years, and keeps on declining. The produce of the mills is now only distributed about the province, and that with small beneficial results to the millowner: only the article beans shows satisfactory results.

Sugars.—The sugar industry, which is in a bad way throughout Germany, has an especially doleful tale to tell in these districts for the past year. Three of the sugar factories at Tapiau and at Hirschfelde have undergone liquidation. The factory at Rustenburg alone has been able to keep itself going with tolerable results, owing to the fact that the ports of the surrounding districts are richer in saccharine matter than elsewhere.

SPIRITS AND WINES.

Spirits.—In the prices of spirits there were great variations throughout the year, on account of a short potato harvest; there was a small production of spirit in East Prussia, and the consumption of this place to the amount of 9,500,000 litres was supplied from West Prussia and Pomerania. Nearly the whole of the raw spirit was worked up by local distillers. The year 1884 began with raw spirit at 50½ marks per 10,000 litres per cent.: this price fell in March to 47 marks, rose in May to 52½ marks, fell in August to 49 marks, and then in September, at the expectation of a good potato harvest, raw fell to 47 marks. In November increasing supplies and a dull market brought the price down to 39½ marks, the lowest price for many years. Fresh supplies

were stopped by the low price. Prices rose in December to $40\frac{1}{2}$ marks, and the year finished with $41\frac{1}{2}$ marks.

Wine. *Wine.*—The wine trade was much depressed by the bad results of the French harvest. The wine chiefly sought for here is a low-priced Bordeaux. It was calculated that the district of Medoc furnished 30 per cent. less wine than usual, and of 53 vineyards usually available only nine could furnish the wine suitable for this market. Fortunately a large stock of the previous harvest remained on hand. French white wine, too, of 1884 being of inferior quality and quantity, the wines in stock went up in price. The 1884 Burgundy gave satisfaction here, but prices were high. Red wines from Algiers, of a quality similar to Bordeaux, find increasing sale here. From Spain and Portugal came bad reports, especially as regards the ravage of the Phylloxera in the districts of Malaga. The wine harvest on the Rhine and Moselle was one of the best in late years, and the wines had a good sale at a good price.

Beer. *Beer.*—The consumption of local beer here is enormous.

HERRINGS.

Herrings. *Herrings.*—According to private reports the import of herrings, amounting to 243,296 barrels in the course of 1884, consisted of—

		Barrels.	
Norwegian fat ..	.. ..	40,268	catch in 1883
" " ..	.. ..	4,304	" 1884
" Vaar ..	.. ..	3,563	" "
Iceland ..	.. ..	563	" "
Swedish ..	.. ..	5,204	" "
Dutch ..	.. ..	2,254	" "
Scotch, sundries ..	.. ..	1,257	" 1883
" matties ..	.. ..	797	" 1884
" unbranded, full ..	.. ..	7,250	" "
" " matties ..	.. ..	50,662	" "
" branded, full ..	.. ..	10,118	" "
" matties ..	.. ..	69,267	" "
" ihlen ..	.. ..	26,809	" "
" mixed ..	.. ..	14,769	" "
" tornbellies ..	.. ..	2,475	" "
Sundry ..	.. ..	8,736	" "
Total ..	.. ..	243,296	

The importation has been 31,000 barrels more than in 1883; Scotland has sent 56,000 barrels more, but the other countries have sent less than in 1883. According to private reports, the exportation to Russia was 30,000 barrels more than in the preceding year.

Although the trade in herrings on the whole at this place was larger than in former years, the year was yet, for all dealers here, an extremely unfavourable one, owing particularly to the continuous decline of prices.

The herring fishery in Scotland, like that of Holland, had extraordinarily good results. The first gave 940,000 crans, as against 780,000 in 1883; the second, 280,000 barrels, against 216,000 in 1883. Norway and Sweden, however, had a smaller herring harvest than usual. The quantities thus taken in Scotland and Holland proved to be too great for the consumption of the countries to which they usually export, especially as stocks of last year's herrings still remained on hand; and prices descended to a level unheard of before, and Scottish salters and continental dealers worked and did business at a heavy loss, and the extraordinary take of the year brought only profit to the fishermen.

In consequence of the mild winter of 1883-84 the interior communications in the country were very difficult, and the stocks of the preceding year were, at the commencement of 1884, only in little demand, and the fears of the dealers not to be able to place them till the spring made prices recede. Plenty of fresh supplies of fat herrings came early from Norway in the beginning of March; considerable quantities were then sold to Russia, but with loss; then a greater dullness came again in the months from April to August. The take in Scotland, particularly at the Shetland Isles, commenced unusually early; and the fresh supplies of unbranded Scotch herrings came to hand already by the end of June, and branded by the end of July. The unbranded herrings were often soft, of bad keeping quality, and bad in taste; they were offered at very low prices. Meanwhile, the stocks of 1883 became unfit for sale. In August, September, and October, at low prices, the demand was large, but did not keep pace with the very large supplies which came from Scotland, and large stocks remained in October. In November the weather was mild, but the demand was still lively; then a continuous state of dullness came on, although in Norway the take of the fat herrings was failing.

Norwegian Vaar herrings, in spite of their small quantity, were in little demand throughout the whole year, and only to be placed in Russia at low prices. The prices at the beginning of the year were, for large, from 20 marks to 21 marks per the untaxed barrel; for small, from 17 marks to 18 marks. They went down later to 14 marks and 16 marks, and 10 marks and 13 marks; and prices were at the end of the year from 11 marks to 13 marks, and 8 marks to 10 marks.

Iceland herrings were in small demand; they began with a sale of from 25 marks to 29 marks, and fell at the close of the year to from 17 marks to 20 marks. The Norwegian fat herrings of 1883 arrived in considerable quantities at the beginning of the year, but consisted mostly of lean small fish. Great merchants fetched at first from 24 marks to 26 marks, and fell in the autumn to from 18 marks to 20 marks. Small and middle merchants fetched in the first quarter from 20 marks to 22 marks, and fell to from 13 marks to 16 marks. The small middle and Christians were hardly to be disposed of, and sunk to from 4 marks to 6 marks. The great import in September fetched, for great merchants, 33 marks to 37 marks; great middle, from 30 marks to 34 marks; small middle and Christians, from 11 marks to 18 marks; but the prices could not be sustained, and fell for the large sorts 2 marks, and for the smaller from 3 marks to 4 marks. 4,200 tons remained in stock at the end of the year.

The Swedish herrings went at first at moderately good prices, but fell afterwards, and left a stock of 2,700 tons at the end of the year.

Dutch herrings had a lagging sale during the whole of the year. A great part of the stocks left from 1883 was exported to other ports, as it could not be got rid of here. Only a small part of the take of 1884 was sent here, as the Scotch herring is preferred, and is cheaper.

The Scotch West coast matties, however, were disappointing in quality. The small supply of them, when of good quality, sold at from 40 marks to 60 marks; superfine fetched from 70 marks to 80 marks.

Scotch East coast herrings were in stock at the beginning of the year, as matties and mixed. The sale was dull in January, and improved somewhat in March. Crown-branded matties fell from 29 marks and 30 marks to 23 marks and 24 marks; crown-branded mixed from 30 marks and 31 marks to 25 marks and 26 marks. In the course of the year a part of the stock, consisting of several thousand tons, was sold at the heavy loss of 10 marks to 12 marks per ton. About 2,000

tons remained in stock. The early commencement of Scotch fishing, and the extraordinarily great import, threw an immense quantity of inferior fish into the continental markets, but were very little in demand. The prices ruled lower than formerly, viz.: unbranded full herrings, from 28 marks to 32 marks; matties from 15 marks to 20 marks; the last sunk then from 6 marks to 9 marks, and cheaper. Crown-branded did not fall so much as the others, because the take was smaller; prices fetched 39 marks, and sunk gradually to 35 marks and 36 marks. Crown-branded ihlen fell from 25 marks to 17 marks and 20 marks; crown-branded mixed, from 22 marks and 23 marks to 16 marks and 19 marks; crown-branded matties, from 20 marks and 22 marks to 12 marks and 16 marks, according to qualities; tornbellies were offered at from 5 marks to 7 marks. 70,000 tons of Scotch herrings remained in stock at the end of the year.

There were many complaints this year of the quality of not only the unbranded, but the crown-branded herrings. The fish which came first into the market was badly sorted and soft, and not good for keeping, and yet generally had the crown stamp. It would appear that the officials are, in the face of a large supply, unable to make a proper inspection of the barrels, and that dry salters take advantage of this to get the crown brand placed on fish which do not deserve it. The crown brand is therefore becoming discredited in these quarters, and buyers look more to the brand of the firm than to that of the crown. Many dry salters have now their own trade mark, and some of these wares are preferred to those which bear the crown mark.

HARBOUR WORKS.

Harbour
Works.

The works for improving and enlarging the harbour at Pillau have been proceeding with much activity, and will be completed probably in the course of the year; the harbour will then be one of the best in the Baltic, and be less flushed up with ice and water than other Baltic ports. At Königsberg, on the contrary, at the very beginning of winter, ships begin to be shy of venturing up the river through apprehension of being shut up for the whole season in ice, and the danger of this will now be much lessened by the use of the steam ice-breaker, which will commence its operations next month.

One of the disadvantages under which Königsberg labours in its sea communication will thus be alleviated, but now the greater one remains in the shallowness of the water in the Pregel during a part of the year, and the water in the Frishe Haff during all the year. Steamers of heavy burden are on this account obliged, at great expense, to unload part of their cargoes at Pillau, and forward it by lighters. A prospect is on foot for excavating a water channel in the Frishe Haff, and some steps have been taken for putting it in execution, but many years will pass by before it is completed.

WATER COMMUNICATIONS.

Water Com-
munications.

The water communications with Russia have received considerable improvement in the course of the past year, and a good deal of labour has been expended in the enlarging of the "Grossen Friedrichsgraben," and of the Deine, an affluent of the Pregel, in the regulation of the Nemonien, and on the improvements of the bridges and roads at Tapiau. Much however remains yet to be done before the entire system of these waterways with Russia can have such an equal and normal depth of water as to make them navigable throughout the summer. The importance of this water traffic is attested by the following figures,

made up of the totals of the official returns of inland sailing vessels at the Labiau bridge and Schmaleningken, a small place on the Prussian frontier, on the side of the Niemen.

The totals of the water traffic at the Labiau bridge and at Schmaleningken were respectively :—

AT THE LABIAU BRIDGE.

Year.	Steamers.			Sailing Vessels.			Rafts.	
	Numbers.		Cargoes.	Numbers.		Cargoes.	Numbers.	Square Meters.
	Empty.	With Cargo.		Empty.	With Cargo.			
1884... ..	7	586	Kilos. 15,907,890	1,782	2,287	Kilos. 166,070,654	309	187,329
1883... ..	9	543	11,595,200	1,901	2,522	210,397,600	313	431,490
AT SCHMALENINGKEN.								
1884... ..	5	101	4,967,500	963	1,529	97,099,550	1,833	508,326.76
1883... ..	20	71	5,808,711	1,039	1,769	137,796,220	2,275	961,113.07
1882... ..	22	95	5,008,793	1,317	2,111	125,920,663	2,047	674,848.46
1881... ..	23	71	4,638,878	1,091	1,665	99,121,101	1,870	796,804.00

RAILWAYS.

In course of the year a local line has been opened from Königsberg ^{Railways.} to Palmnicken, branching off from the station at Fischhausen, or the Pillan line. Palmnicken is close to the Baltic, and the site of the amber mines, and it is for their utility the line has been established. A railway will shortly be opened from Königsberg to Kranz, a frequented bathing-place on the Baltic, about 30 miles from Königsberg. In the province the requisite supplies have been voted for new lines from Allenstein by Soldau to Illowo, from Labiau to Tilsit, and from Jablonowo to Soldau. The continuation of the line by Kobbeltbude and Allenstein to the frontier has special interest for Königsberg, as it places it in direct but circuitous communication with Warsaw.

There have been earnest efforts made to get the railways to reduce their tariffs so as to compete in the transport of goods into the Russian lines to Libau, but not with much effect, although some alleviations have been made. The difference of railway freight is so advantageous to Russian traffic by the Libau-Romny Railway, that Libau continues to surpass Königsberg every year as a port of wheat export.

For the transport of herrings, railway authorities have made the concession during the past year of conveying them in closed waggons, which is a great advantage, as the goods were completely spoiled when exposed to strong summer heat.

There was a slight increase of the passenger traffic in "Suedbahn," and "Ostbahn" in 1884, but a falling off in the conveyance of goods and cattle amounting to 10 per cent.

BANKS AND INSURANCES.

Banking Business.—Although the total amount of banking business ^{Banking} done was somewhat greater than in the previous year, the profits were ^{Insurance.} less: the Königsberger Vereinsbank, the most important bank here after the Reichsbank, giving only a dividend of 5½ per cent. against 5 per cent. in the previous year.

Insurance Companies.—Fire, life, transport, and hail insurance companies had a falling off in the amount of insurance made in the course of the year. The falling off in life insurance was the most remarkable. The hail insurance company, however, last year had greater profits than usual, owing to a lesser prevalence than usual of hailstorms in these districts.

Housebuilding.

Housebuilding.—The building of new houses continues to be carried on with great activity, and the new buildings are much superior in appearance and commodiousness to the old. Rents, in consequence of the increase of new buildings, have somewhat fallen.

BOOK TRADE.

Books.

The Königsberg book, art, and music trade was of much the same magnitude as last year, and the profits were satisfactory, owing chiefly to a combination by which the booksellers have agreed to have one common agent at Leipzig, and at Berlin the quantity of different kinds of school-books in use is surprising, amounting to no less than 750, among which Greek and Latin classics and English and French reading books form only a very small proportion. There is also an increased sale of cheap popular periodicals and books in numbers for household reading.

AGRICULTURE.

Agriculture.

The results of the year 1884 have occasioned loud and general complaints. The agricultural profits of the year, especially upon wheat, have been very low, in spite of the increased outlay which proprietors and farmers have made in improvements. The consequence has been that some agriculturists who had entered on the line of agricultural improvements have brought them to a standstill. The majority, however, still continue, in spite of the temporary depression, to carry out the system already commenced of arriving at increased profits by improvements in land culture, and in the keeping and breeding of live stock.

The uncommonly mild winter of 1883-84 prejudiced the agricultural as well as the commercial operations, the agriculturists as well as the traders in corn and wood relying upon a severe winter to harden the wet soil, and on a fall of snow to make transport possible by sledges. The *unchaussées* roads in the loose soil here became quite untrafficable in a moist warm winter, and the number of *chaussées* is not sufficient for the needs of transport in these provinces. The winter of 1883-84 was so mild that, contrary to custom in the neighbourhood of Memel, cattle were seen out in the fields in February, and on account of the softness of the earth in the low districts it was impossible to carry in the hay from the outlying meadows, so that there was a want of fodder for stalled cattle. A strong frost, however, set in in the beginning of March; then came a period of spring weather, during which the savings for summer crops were begun: to this period succeeded, however, some weeks of snow and rain, which damaged the seed already sown, so that a portion of the fields had to be twice sown.

The last dry weather which came on in the summer damaged the wheat in ear, but was favourable to harvesting operations, so that a moderate crop was expected; expectations, however, which were not fulfilled when the corn was thrashed out. The disappointment was felt the more, as the prices of corn had fallen very low. The cultivation of beetroot suffered in consequence of the severity of the sugar crisis, which has so long prevailed throughout Central Germany.

Notwithstanding the heavy discouragement under which agriculture has laboured for two years, the agricultural societies still continue to organise themselves for the improvement of land culture and cattle breeding. The vast extent of low-lying lands in this district renders drainage of especial importance. Under the protection of the law of April 1, 1878, 16 companies for draining land have been formed in this district, with a capital of 1,967,000 marks, and embracing the drainage of 11,355 hectares, so that the cost of drainage of a hectare will amount to 164 marks; these operations are directed by an engineer who has made agricultural matters his special profession. The attempts of small agriculturists to drain on their own account have sometimes failed for want of employment of a properly-qualified engineer.

Six new local societies have been formed in the course of the year 1884 for the improvement of the breed of cattle. There is also a "Herd Society" for all East Prussia for the improvement of the herd of Dutch cattle. The horse and cattle show, mentioned elsewhere in this report as having been held in Königsberg, was held under the auspices of the East Prussian Agricultural Central Union. Other agricultural shows were held in other parts of the district. Prizes were distributed both for horses and cattle. The breeding of horses in this district has been attended with excellent results, and the stranger on arriving here is surprised at the number of fine horses to be seen on all sides—horses for light and heavy draught, and suited also for cavalry. The breed of cattle preferred here at present is the white and black Dutch of East Finland, although shorthorns are beginning to be introduced by enterprising proprietors. About 94 per cent. of those exhibited are usually Dutch, and only 6 per cent. of other breeds.

As well-bred and well-fed cattle fetch much higher prices in the market, the attention and outlay of the agriculturist meets with prompt encouragement, and the movement will no doubt have much greater extension. Cattle keeping, and indeed farming generally, is done on a large scale. Herds of 200 and more cattle are not uncommon, and as they must be stalled in winter the outlay on buildings for their keep, which are of vast extent, is very considerable; there are few small holdings, and it is obvious that for cattle keeping a farmer with a small capital labours under much disadvantage.

It may be instructive to inspect the balance sheet of a cattle farm in the district of Saalfeld. This establishment consists of a herd of about 120 pure-bred black and white East Frieslanders, 45 red and red and white East Frieslanders, and 22 Angeler and other breeds. In summer the herd is kept out from the 15th of May to the 15th of September; then they are driven backwards and forwards to their grazing grounds till the time comes for stalling them in winter. In winter each head receives on the average from 4 to 5 lbs. of artificial fodder, 2 to 3 lbs. of cake, and according to the harvest, 10 to 16 lbs. of hay; no roots. The milk is managed according to a system called the Swarz system, except during a brief period of the autumn; 100 pigs are fattened yearly.

The cows gave on an average 2,380 litres per head during the year, and altogether 400,523 litres of milk, of which 374,120 litres were used for butter, and of which 25,986 cwts. were made, bringing in 31,570 marks, which was at the rate of 1 lb. of butter per 14.4 litres of milk.

The balance of account of the dairy was—

RECEIPTS.

	Marks.	pf.
For butter, cheese, and skimmed milk	35,583	26
sale of calves	2,889	77
sale of pigs	7,958	90
fresh milk employed in household dairy and for calves, 26,424 litres at 197 marks ..	2,648	40
skimmed milk employed in household dairy and for calves, 59,930 litres at 4 pf.	2,197	02
30 litres of cream at 1 mark	30	00
butter for household use, dairy, &c.	756	08
Total	51,158	48

EXPENDITURE.

	Marks.	pf.
Cost of pig feeding	4,567	78
Artificial fodder for cows	14,880	90
Current expenses of dairy	407	75
Dairy servants	2,180	00
Four dairy maids at 200 marks	800	00
Ten occasional milkers at 54 marks	540	00
Oil, petroleum, firing, &c.	485	00
Three feeders for cows and one for pigs at 300 marks	1,200	00
Carrying butter to market by two horses ..	100	00
Cleaning and dressing of cows	150	00
Hay binding, &c.	150	00
Total	25,410	50

	Marks.	pf.
Receipts	51,158	48
Expenses	25,410	50
Remainder	25,747	98
From this must be subtracted interest on capital ..	3,000	00
Remainder	22,747	98

The sum represents as nearly as possible the value of the hay and clover supplied by the farm and consumed by the cattle, and which remains for profit.

There are subsidiary calculations as to the sale and renewal of live stock, which do not however affect the above figures to any sensible degree.

Sheep. The breeding of sheep has been neglected of late in favour of cattle, and much complaint has been made of the quality of the wool.

The progressive extension which cattle breeding and keeping receives here tends to make agriculturists turn their attention more and more to the cultivation of clovers, lucern, and roots.

Harvest. The harvest in rape, clover, and hay was a very good one in 1884; in potatoes and buckwheat not quite so good, and not nearly so good in peas and tares. The failure of the harvest was shown mostly in wheat, rye, barley, oats, and beans.

Wheat. The great drought in the summer was especially prejudicial to wheat and rye, and to the late sown summer crops.

Beetroot. Beetroot, however, suffered the most, both on account of the late wet, cold spring, and the extraordinary dryness of the summer.

Hops. Hops are beginning to be more cultivated.

Price of labour. The price of labour varies considerably in the different districts of

East Prussia. As a rule labour was in good demand during 1884, on account of the quantity of *chaussées* which are being laid down, of railways to be completed, and of drainage works in progress. In the circle of Königsberg labour in harvest time was the dearest: a man received from 2 to 3 marks a day, while in the districts of Memel and Rossil they received only from 1 mark 20 pf. to 1 mark 70 pf. a day; women did not get half as much.

It is reported that the tide of labourers from the country to the centres of industry is beginning to turn.

The value of landed property has not changed much during the last year, although the sales which have taken place show that well-cultivated properties have a tendency to rise rather than fall in value.

G R E E C E .

CEPHALONIA.

*Report by Vice-Consul Saunders on the Trade and Commerce of
Cephalonia for the Year 1884.*

Shipping.

THE total number of ships which arrived in Cephalonia in the year 1884 was 469, and their burthen 69,702 tons.

In the previous two years the number and burthen of the ships that arrived were :—

Year.	Steamers.		Sailing Vessels.		Total of Ships.	Total of Tons.
	Number.	Tons.	Number.	Tons.		
1882 ..	46	31,207	400	39,567	446	70,774
1883 ..	36	23,954	494	44,460	530	68,614

The total number of ships which sailed in 1884 was 461, and their burthen 67,268 tons.

In the previous two years the number and burthen of the ships that sailed were :—

Year.	Steamers.		Sailing Vessels.		Total of Ships.	Total of Tons.
	Number.	Tons.	Number.	Tons.		
1882 ..	46	31,207	395	39,248	441	70,455
1883 ..	36	23,954	497	45,063	533	69,017

Further particulars respecting the ships that arrived in the year 1884 are given in the following tables. The clearances were approximately the same.

A.—VESSELS INWARDS.

Nationality.	Steamers.		Sailing Vessels.		Total of Ships.	Total of Tons.
	Number.	Tons.	Number.	Tons.		
Austrian ..	..	..	4	315	4	315
British ..	17	16,881	..	..	17	16,881
Dutch ..	6	4,286	..	..	6	4,286
German ..	6	3,586	..	..	6	3,586
Greek ..	1	982	397	34,974	398	35,956
Italian ..	..	..	5	325	5	325
Norwegian ..	21	6,784	..	..	21	6,784
Russian ..	1	463	8	1,215	9	1,678
Turkish ..	..	..	3	391	3	391
Total ..	52	32,482	417	37,220	469	69,702

Cephalonia Ships.—The number of ships belonging to this island and that of Ithaca at the close of the year 1884 was 363, inclusive of 22 steamers, and their tonnage of 31,687 tons.

The following table serves to classify the shipping in the year 1884 according to the nationalities respectively employed in the carrying trade :—

Nationality.					Quantity Exported,	
					Tons.	
Austrian ..	..	..	..	.	355	
British ..	..	..	..	..	3,630	
Dutch ..	..	..	..	..	1,236	
German ..	..	..	..	..	1,159	
Greek ..	..	..	..	..	106	
Norwegian ..	..	..	..	..	2,914	
Total ..	..	..	..	..	9,900	

In the above shipments are included 508 tons Morea and 120 tons Currants. Santa Maura currants, besides 1,322 tons Cephalonia and Santa Maura, and 20 tons Morea currants of the crop of 1883. 280 pipes of wine from Mr. E. A. Toole's establishment, which have been shipped to Germany, also figure in the above table.

Freights.—The rates of freight effected from Cephalonia in the year 1884 were as follows :—

Destination.					Rate of Freight.	
London ..	..	..	..	..	22s. 6d. to 15s.	} With 10 per cent. primage.
Liverpool ..	..	..	..	..	25s.	
Belgium ..	..	..	..	..	25s. to 22s. 6d.	
Holland ..	..	..	..	..	22 fra. in full to 20 fra., and 5 per cent. primage.	
France ..	..	..	..	..

TRADE AND COMMERCE.

Imports.

Imports.—The imports in 1884 have been in excess of those of the previous year, but the reason of this increase is because importers had given orders for goods beyond their actual requirements, partly owing to the decline in the exchange, but principally in anticipation of the new Custom-house tariff, which has been in force since the 13th of November last, and which imposes a heavier duty on a number of articles, principally manufactured goods.

The unhappy result, however, of the currant crop has been felt more or less by all classes, and the sale of commodities has been reduced in proportion.

The approximate value of imports during the past year may be estimated at 252,000*l.*, against 240,500*l.* in 1883.

Classification of imports in the year 1884, according to the countries from which they have been imported :—

Countries.						Value.
						£
Great Britain	..	..	..	..	..	37,000
Austria and Germany	..	..	..	..	..	45,000
France	..	..	..	..	..	16,000
Italy	..	..	..	..	..	26,000
Russia	..	..	..	..	..	54,000
Turkey	..	..	..	..	..	19,000
United States	..	..	..	..	..	7,000
Greece	..	..	..	..	..	48,000
Total	..	..	..	..	..	252,000

The subjoined table is a recapitulation of the various articles of import classed according to their respective denominations :—

Articles.	Value.
	£
Coffee	10,500
Sugar	20,500
Rice	5,600
Other colonials	1,500
Butter	2,000
Cheese	1,450
Groceries	1,750
Calva	400
Caviare	986
Fish (dried, smoked, and pickled)	3,500
" (fresh from Greece)	750
Grain and pulse	71,500
Flour and pastry	7,500
Potatoes, onions, &c.	1,800
Dyes and colours	1,200
Linseed oil	400
Petroleum	7,000
Coals	750
Sulphur	3,200
Staves and hoops	3,750
Hides (salted)	2,000
" (tanned)	3,500
Leather	2,500
Medicinals and drugs	2,000
Timber	3,800
Glass and earthenware	1,500
Hats, caps, &c.	2,000
Wax, candles, tapers, &c.	2,250
Matches	750
Metals	700
Iron	800
Hardware	3,500
Cutlery	250
Sewing machines	250
Furniture	900
Jewellery	800
Haberdashery	1,500
Rope	950
Cotton textiles	26,500
Cotton yarn (extra for sewing)	750
" " (common)	3,500
" twist	1,000
Linen textiles	2,750
Woollen "	2,850
Part woollen textiles	4,500
Silk textiles	2,000
Linen thread	300
Shoe thread	750
Paper (ordinary brown for wrapping)	700
Stationery	3,000
Soap and perfumes	300
Salt	900
Tobacco	15,500
Animals for slaughter	7,250
Other articles	1,470
Total	252,000

The following table is a classification of the imports from Great Britain with their respective values :—

Articles.	Value.
	£
Fish (smoked and pickled)	6,500
Groceries	500
Dyes and colours	600
Hides (salted, from Malta)	900
Earthenware	600
Coals	750
Gunpowder (from Malta)	450
Cutlery	250
Iron	650
Hardware	1,900
Medicinals	750
Haberdashery	850
Cotton textiles	12,750
Cotton yarn (extra for sewing)	700
„ twist	800
Linens textiles	1,400
„ thread	950
Shoe thread	450
Part woollen textiles	4,500
Other articles	750
Total	37,000

The imports from Greece in 1884 with their respective values were as follows :—

Articles.	Value.
	£
Animals for slaughter	7,250
Grain	9,500
Fish (fresh from Missolonghi)	750
Potatoes, onions, &c.	1,300
Cheese	1,400
Salt	900
Tobacco	15,500
Cotton textiles	7,000
„ yarn	3,500
Other articles	900
Total	49,000

Remittances.—The value of specie and of drafts, &c., remitted in the year 1884 by natives trading abroad is estimated at 150,000*l*.

Exports.

Exports.—The value of exports from Cephalonia in the year 1883 was 135,936*l*.

Those of the year 1884, with their respective values, were as follows :—

Articles.				Quantity.	Value.
					£
Currants (Cephalonia, 1883 crop)	Tons	..	795	7,900	
" (" 1884 ")	"	..	7,790	73,075	
" (Ithaca 1884 ")	"	..	160	1,485	
Wines, spirits, and liquors	Gallons	..	170,000	10,500	
Argol	Lbs.	..	450,000	2,975	
Olive oil	Gallons	..	30,000	3,100	
Cheese	Lbs.	..	120,000	1,570	
Hides and skins	Bales	..	140	1,600	
Other articles .. .. .	..	..	..	200	
Total .. .. .	..	..	..	102,355	

Exchange.—The rate of exchange on London for three months' bills during the first three months of last year fluctuated from 26 drs. 65 cts. to 26 drs. 90 cts., but subsequently it began to decline gradually, and during the shipping season it went down to 25 drs., and in one or two instances as low as 24 drs. 85 cts. At present the rate is quoted nominally at 26 drs. 80 cts., there being no drawers, but it will soon have to decline again.

The average rate of exchange in the year 1884 for three months' sterling bills during each month was as follows :—

Month.					Rate.	
					Drs.	Cts.
January .. .. .	..	..	..	..	26	70
February .. .. .	..	..	..	..	26	65
March .. .. .	..	..	..	..	26	75
April .. .. .	..	..	..	..	26	65
May .. .. .	..	..	..	..	26	45
June .. .. .	..	..	..	..	26	10
July .. .. .	..	..	..	..	26	15
August .. .. .	..	..	..	..	25	75
September .. .. .	..	..	..	..	25	50
October .. .. .	..	..	..	..	25	45
November .. .. .	..	..	..	..	25	35
December .. .. .	..	..	..	..	25	80

AGRICULTURE.

Currants.—The damage caused to this crop by the repeated rains during the drying season was much greater than that in 1883. It is true that a fifth of the crop had been housed previous to the fatal moment, but a great part of it was but imperfectly dried, and consequently not of keeping quality. Moreover, a large portion of this so-called sound was mixed by the growers and the local speculators with their rain-damaged fruit, which made matters worse.

Merchants, however, owing to the very bad system of advancing money to the growers against their produce, have had to take what fruit they could get to cover themselves, though in many instances the quality was such that they did not think it prudent to assume the risk on themselves, and they therefore rejected large parcels from their respective customers, who either had to dispose of their stocks to local speculators at a very low price, or to ship for their account.

The consuming markets also, after the experience of last year's

rain-damaged crop, were very slow in taking fruit, and the unfavourable impression created by the bulk of the first shipments depressed this market still further, for buyers on the Continent would not hear of the opening prices of 20s. 6d. and 18s. 6d. per cwt. cost and freight for sound and rain-damaged respectively, though several goods parcels were sold at these prices. A decline soon followed, but even then it was not easy to sell floating, for buyers had lost all confidence in the quality and preferred choosing their parcels on arrival.

Proprietors consequently have had to sell their produce very cheap; indeed the price realised in several instances was so low as not to cover the expense of cultivation.

The quantity produced, including the crop of the Island of Ithaca, was 9,780 tons, against 7,895 tons in 1883, and its value 87,185*l.*, against 107,000*l.* in 1883.

The amount of the Cephalonia and Ithaca crops, with their respective values, is as follows:—

Growth.				Quantity.	Value.
				Tons.	£
Cephalonia	..	..	..	9,570	85,750
Ithaca	..	..	..	160	1,435
Total	..	..	..	9,730	87,185

The following table is a classification of the shipments of Cephalonia and Ithaca currants of the crop of 1884 to the end of the year according to the countries to which they have been exported:—

Where Exported to.				Quantity.	Value.
				Tons.	£
Belgium	..	..	..	1,250	12,275
Holland	..	..	..	3,150	31,750
Germany	..	..	..	1,700	15,700
France	..	..	..	930	5,580
United Kingdom	..	..	..	620	6,250
Austria	..	..	..	180	1,850
Total	..	..	..	7,830	73,405

The remaining 1,900 tons have been shipped in 1885.

Of the Santa Maura crop only 120 tons have been shipped from this island in the year 1884.

Morea Currants.—The quantity shipped from Cephalonia in the year 1884 was 528 tons, against 218 tons in 1883, and was disposed of as follows:—

Where Shipped to.				Quantity.	Value.
				Tons.	£
United Kingdom	..	..	..	260	3,400
Germany	..	..	..	240	2,900
France (via Syria)	..	..	..	28	225
Total	..	..	..	528	6,525

Wine.—The quantity produced has fallen short of that of the Wine. previous year, but in point of quality this vintage has turned out superior to that of 1883.

The value of the wine exported to Germany in the past year was 4,500*l.*, and that of the common wine 3,750*l.*

Olive Oil.—The crop even last year was a complete failure: only 117 Olive oil. tons were exported last year, which were shipped by a sailing vessel to Odessa: a portion of this was old oil from Ithaca. This liquid is retailed at the equivalent of 39*l.* 10*s.* per ton, free on board.

The olive trees show well throughout the island at the present moment, and it is therefore hoped that the coming crop will be a fair one.

Grain and Pulse.—The quantity produced in 1884 was only 90,000 Grain. bushels, against 112,000 in the year 1883.

The quantity of the different crops, with their respective values, was as follows:—

Crop.				Quantity.	Value.
				Bushels.	£
Wheat..	..	..	..	10,000	1,000
Barley..	..	..	..	73,000	14,500
Pulse ..	..	..	..	7,000	2,500
Total ..	..	..	..	90,000	18,000

Cephalonia, November 17, 1885.

CORFU.

*Report by Consul Roade on the Trade and Commerce of Corfu
for the Year 1884.*

Exports.

THE principal articles exported from Corfu are olive oil and wine.
The following table is given by the Custom-house as the total
value of exports during the year 1884:—

Countries.	During the Present Year.		Total Amount Transit Move- ment.	Remains in Depôt, 31st December, 1884.	
	To Foreign Ports.	To Other Ports in the Kingdom.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
England ..	102,747 2 5	21,635 16 0	159,458 15 3	39,464 3 9	
Austria ..	14,925 9 7	4,756 10 5	23,000 8 0	14,795 17 5	
Turkey ..	1,875 15 2	23 4 0	2,585 0 9	20,467 15 3	
Italy ..	7,165 4 10	743 17 7	9,680 14 5	8,833 17 3	
France ..	619 12 0	15 12 10	662 16 10	460 2 9	
Russia ..	2,409 0 0	1,476 0 0	24,492 8 10	6,977 13 0	
America ..	3,476 15 2	1,024 0 10	6,122 6 5	6,529 15 3	
Germany ..	103 12 0	..	278 0 0	46 0 0	
Egypt ..	36 12 0	..	36 0 0	13 14 5	
Roumania ..	..	..	23,697 15 2	11,895 5 1	
Total ..	133,858 11 2	29,675 1 8	250,014 5 8	109,484 4 2	

The total value of local consumption during the year was
86,980*l.* 12*s.* 10*d.*

On account of the continuation of the *Phylloxera* in France, most
of the wine exported went to that country.

The following table was received from the Custom-house as the
total value of the imports of Corfu during the past year:—

Imports.

IMPORTS.

Countries.	Remaining in Bond, 31st Dec., 1883.		During the Present Year.	
			Direct.	Total in Transit.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
England.. ..	29,277 11 0	169,645 8 0	198,922 19 0	
Austria	3,631 1 5	34,165 4 0	37,796 5 5	
Turkey	4,639 8 0	18,413 8 0	23,052 16 0	
Italy	4,972 6 10	18,542 4 10	18,514 11 8	
France	322 19 7	800 0 0	1,122 19 7	
Russia	13,591 10 8	17,878 11 2	31,470 1 10	
America.. ..	5,956 6 6	6,695 15 2	12,652 1 8	
Germany .. ..	..	324 0 0	324 0 0	
Egypt .. ..	..	49 14 5	49 14 5	
Roumania	12,945 0 3	22,648 0 0	35,593 0 3	
Total	75,336 4 3	284,162 5 7	359,498 9 10	

COALS.

There were imported into this port during the year 1884 7,562 tons Coals. of coal, all from the United Kingdom, chiefly for the use of the Austrian Lloyd's Company, the Greek Navigation Company, the Malta and Mediterranean Gas Company, the Greek Government, and some steam flour mills.

The domestic trade of Corfu is hardly worthy of mention, and is carried on in small boats amongst the other Ionian Islands and the neighbouring coast of Epirus.

DUTIES.

The duties are levied on the weight of the goods, each kind having Customs a special tariff. It is therefore difficult to state what the duty on duties. each article amounts to, unless it were practicable to give a statement from the whole Custom-house tariff, which is very voluminous.

Generally speaking, it may be observed that the duties vary from 30 to 50 per cent. on the value, and on some articles which are subject to a special tariff, and which vary from 60 to 150 per cent., but these latter are very limited.

It is not out of place here to remark that the original duty charged by the Government was only about 18 per cent.; but lately, owing to some extraordinary expenditures, it was decided to augment it by 10 per cent. Lately, again, the Government levied an extra 21 per cent. on the above duty for the construction and maintenance of the roads.

Since the 14th June, 1884, a new system of collecting duties has Mode of been put in operation. This system tends to encourage the local collection. industry, and therefore all raw materials are totally exempted from duty; while a heavy duty has been imposed on all articles of luxury in a way that the importation is impossible. Hence it resulted that the Government's encashments are much decreased, and the inhabitants derived no benefit from it; as the importation of articles of luxury is very limited, and the population have to pay higher for the necessaries of life. It is, however, to be hoped that industry will soon be extended and replace the heavy expenses that are being incurred.

The Government, on its part, has the intention to balance the Proposed deficit in duties by other taxes imposed on tobacco and spirits, and fiscal by the monopoly of petroleum, lucifer matches, cigarette-paper, and measures. playing cards.

A tax, moreover, is imposed by the Municipal Treasury, which on some goods amounts to 20 per cent. on the total Government duty, while others are specially taxed independently of the duty. By this the Municipal Treasury collects from 10,000*l.* to 13,000*l.* annually.

Besides the above, another municipal tax of 5 per cent. on the Government duty is imposed for the construction of a mole, and the yearly amount collected for this purpose is calculated to be about 3,000*l.*

The operation of the high tariff of Greece is very detrimental to Effects of the trade, and principally on account of the contraband trade, which tariff on trade. has greatly increased, and which naturally is harmful to the legitimate trade.

The British direct shipping at Corfu is shown by the following table:—

The port of Corfu requires as indispensable the construction of a Harbour. small mole at the Custom-house Wharf, and which would not cost the half of what has already been taken at the Custom-house on the imports expressly for the purpose. At present, when the north-westerly wind blows hard, it is impossible to embark or to disembark goods on the lighters that convey them to the vessels. Even passengers have almost an equal difficulty in getting into or out of the boats.

The principal articles of agriculture in the Island of Corfu are olive oil and wine. Agricultural products.

Olive Oil.—The crop of 1884, although anticipated to turn out about one-half of a full crop, say 120,000 barrells, equal to 7,500 tuns, only yielded about 60,000 barrells, equal to 3,750 tuns, realising about 36*l.* 10*s.* per tun, and strange to say that, owing to the favourable weather (although the olive tree is a biennial plant), it is anticipated that one-half of a full crop will be realised in 1885. Olives.

Of this article 15,000 barrells are required on the entire island for local consumption, and for the manufacture of soap.

Wine.—The yield of wines in 1884 amounted to about 160,000 Ionian barrells, equal to 10,000 tuns; but the encouragement offered to vine cultivators by the increasing demand of wine for exportation to France and Italy has induced them of late to plant large quantities of vines, and therefore it is expected that from year to year the quantity of wine is expected to increase by about 1,500 tuns annually. Wine.

Wheat and Maize.—The Island of Corfu produces barely sufficient for three months' local consumption, the rest being imported from the Black Sea, Danube, and different ports of the Levant and Thessaly, with a large quantity of flour from the large mills of Patras. Cereals.

The entire island requires about 30,000 bushels of wheat and maize monthly for local consumption.

The other minor articles of agriculture are vegetables, principally potatoes, oranges, and lemons. These chiefly go to the Piræus for Athens and Alexandria in Egypt. This trade, however, is carried on in a way that prevents the possibility of ascertaining the quantities exported.

The agriculture in this island has not undergone any improvement—such as the fertility of the soil would admit of—and this is principally owing to the inertness and ignorance of the peasantry, and the want of an enterprising spirit amongst the capitalists. The agriculturists are extremely indolent, and their ideas on this subject are very primitive, and totally wanting in all scientific knowledge. Cultivation is limited to the vines, and to a small quantity of cereals and vegetables. The olive trees are abandoned to their natural state; not even the briars growing underneath the trees would be cleared away, were this not required in order to allow the collection of the fruit that falls.

The olive oil crops of the past years have greatly diminished, while those of the vines have flourished.

The population of the Island of Corfu amounts to about 78,024, composed as follows:— Population.

Males..	..	..	..	40,290
Females	..	..	..	37,734
Total	..	..	..	78,024

There are 6,000 Jews, 2,000 Roman Catholics, 100 Protestants, and the remainder belong to the Greek faith.

The factories of Corfu are few and comparatively insignificant, Factories.

composed chiefly of a few steam flour mills, where bread is made, and some small soap manufactories.

The employment of the people is chiefly agricultural.

Wages.

The rates of wages are, on an average, for first-class carpenters, masons, and painters, from 4s. to 4s. 6d. per day; ordinary labourers and apprentices, 1s. 6d. to 2s. 6d.; field labourers, 2s. 6d. to 3s.; servants, 10s. to 30s. per month, according to their capacity.

I may mention in this report an article which may become an important item of the trade of this quarter.

Bitumen.

About two years ago an enterprising gentleman of Constantinople obtained a concession from the Porte of a bitumen mine, about three hours' distant from Valona, in Albania.

Although he has worked this mine, it has not been to a great extent. Recently, however, he has ceded the concession to the Imperial Ottoman Bank, and there is now, consequently, reason to expect operations, as to the mine in question, on a far greater scale.

The Austrian Lloyd's Steam Navigation Company was induced to try this article, and the following letter was addressed by them to the then proprietors of the mine:—

[Translation.]

"The Arsenal of the Austro-Hungarian Lloyd.

"Messrs. Mayers and Reiser,

"Proprietors of the Bitumen Mine, near
(Valona) Albania, Constantinople.

"In accordance with your request, the Directors of the Austro-Hungarian Lloyd Navigation Company have much pleasure in stating that for many years past they have exclusively used ships' pitch (marine glue), prepared from the bitumen supplied from your mine, for the purpose of caulking their ships.

"This ships' pitch so far answers our requirements, inasmuch as it is not materially affected by variations of temperature; i.e., it does not become brittle in extreme cold, or sticky and liquid in extreme heat.

"The Director of the Technical Department,
(Signed) "PETKE.

"No. 56, Arsenal.

Trieste, October 2, 1884."

Three qualities of this bitumen—two solid and one liquid—were recently tried on board one of H.M.'s ships, and I was told that the results, as regards the liquid, were extremely satisfactory, but that the two (solid) required preparation by a competent hand. Most of the bitumen hitherto extracted has come to Corfu.

The public works of Corfu are few and hardly worth mentioning. The roads are tolerably well kept, and only those repaired by the Central Government are occasionally neglected.

The municipality of Corfu are very attentive in this respect: one or two very fair bridges have been built at the expense of the Central Government on the roads leading to the country.

The only telegraph station here now is the Greek Government station, of which that of the British Eastern is a branch, as the latter works the cables belonging thereto, but paid for by the Greek Government.

GENERAL REMARKS.

The trade of Corfu, from the exorbitant customs' tariff, has been much reduced since the rise in the tariff. There are, moreover, other causes which have operated banefully thereon.

Formerly the Island of Corfu was the great and only "Porto Franco" (having bond stores) of the East.

The merchants of Epirus, the Morea, Thessaly, and even Alexandria, Smyrna, Crete, the southern part of Dalmatia, and the northern part of Albania used to obtain their supplies from the "Porto Franco" of Corfu.

Since Thessaly was annexed to Greece, however, all that district, and a greater part of Epirus, are supplied from Volo and Syra.

Patras and Syra being now "Porto Francos," the supplies formerly obtained from Corfu for the Morea, several of the Ionian Islands, and the Gulf of Arta are taken there.

Smyrna, Alexandria, and Crete, from their commercial extension, get their goods through their agents from Great Britain direct. Some merchants of Epirus do the same; and now of the countries mentioned, only a limited number of their merchants, having small capital, and Northern Albania, still keep to the "Porto Franco" of Corfu.

As long as the Greek Government maintains the present high tariff on imports, the trade in general must continue to be, as at present, far below what it was formerly.

There are various articles the duties on which are almost equal to, and some actually above, their cost, such as carriages, pianofortes, foreign wines, and others. An octave of Marsala, for instance, costs 3*l.*; the duty is 4*l.*

One of the effects, moreover, of the high tariff has been the encouragement of contraband, which is now carried on to an extent hitherto unknown; and as the islands in particular afford great facilities for such a system, it is very difficult to suppress it.

Corfu, December 15, 1885.

ZANTE.

Report by Vice-Consul Canale on the Trade and Commerce of Zante for the Years 1883-84.

Extent.

THE Island of Zante embraces an area of 60 square miles, and contains a population of about 40,000 inhabitants. Its soil is not very fertile, but is so made through the care, diligence, and activity of the peasants. Its staple products are currants, olive oil, and wine.

Products.

Currants constitute one of the principal exports of this island. The average annual produce amounts now, owing to the new plantations, to about 16,000,000 lbs.

The crop of 1884 may be calculated at 18,000,000 lbs., and that of the previous year at 14,000,000 lbs., which have been exported to the following countries:—

CROP OF 1883.

Country.	Quantity.
Exported to—	Lbs.
United Kingdom	9,819,724
North Continent	4,412,012
Austria	92,179
France	60,947
	13,884,862
Since January 1st, 1884, exported to France	115,138
Total	14,000,000

CROP OF 1884.

Country.	Quantity.
Exported to—	Lbs.
United Kingdom	13,232,112
North Continent	2,157,888
France	1,009,003
	16,399,003
Since January 1st, exported to England and France	1,600,997
Total	18,000,000

1883.—MOREA FRUIT.

Country.	Quantity.
Exported to—	Lbs.
United Kingdom	13,357,601
America	5,117,717
North Continent	776,166
France	1,728,886
Austria	41,296
Total	21,021,666

1884.—MOREA FRUIT.

Country.	Quantity.
Exported to—	Lbs.
United Kingdom	9,398,621
North Continent	683,789
France	1,944,766
America	1,975,434
Austria	181,885
Russia	33,723
Total	14,217,618

Zante Fruit.—Duty 20 per cent. ad valorem, and Morea fruit 13 dr., Fruit. or 10s. 5d., and 40 lepta, or 3½d. Municipal fees per 1,050 lbs.; also 5 per cent. on the value of duty, town's duty.

Prices in 1883.—Zante fruit, from 190 dr., or 6l. 17s., to 250 dr., or 9l. 4s. per 1,000 lbs.; and Morea fruit, from 200 dr., or 7l. 4s., to 270 dr., or 10l. 5s. per 1,050 lbs.

Prices in 1884.—Zante fruit, from 140 dr., or 5l., to 150 dr., or 5l. 7s., at the early part of the season: it then fell to 90 dr., or 3l. 5s. per 1,000 lbs., owing to the fruit having been very much rain-damaged while exposed on the drying grounds. Morea fruit, from 140 dr., or 5l., to 80 dr., or 2l. 7s. 9d. per 1,050 lbs.

Freight in 1883.—By sailing vessels to United Kingdom, from 25s. to 35s. for orders, and 10 per cent. per ton nett. Steamers from 35s. to 12s. to London, and from 35s. to 15s. to Liverpool, and 10 per cent. per ton gross. America steamers, 22s. 6d. to 32s. 6d., and 10 per cent. per ton gross. North France steamers, 25 fr., or 20s., to 35 fr., or 28s.; and sailing vessels, 28 fr., or 22s. 4d., to 38 fr., or 26s. 4d., and 5 per cent. South France steamers, 16 fr., or 12s. 9d., to 24 fr., or 19s. 2d., and 5 per cent.; sailing vessels from 15 fr., or 12s., to 22 fr., or 17s. 7d., and 5 per cent. per ton dead weight of 1,000 kilos. Continental steamers, 32s. 6d. to 25s., and 10 per cent. per ton gross.

Freight in 1884.—By sailing vessels to United Kingdom, from Freight. 25s. to 35s. for orders, and 10 per cent. per ton nett; steamers from 37s. 6d. to 10s. to London, and from 32s. to 15s. to Liverpool, and 10 per cent. per ton gross. America, by steamers, from 25s. to 20s., and 10 per cent. per ton gross. South France steamers, from 16 fr., or 12s. 10d., to 25 fr., or 20s., and 5 per cent.; sailing vessels, 15 fr., or 12s., to 22 fr., or 17s. 8d. per ton, dead weight of 1,000 kilos. North France steamers, 25 fr., or 20s., to 35 fr., or 28s.; sailing vessels, 28 fr.,

or 22s. 4d., to 33 fr.. or 26s. 4d., and 5 per cent. Continental steamers, from 20s. to 27s. 6d., and 10 per cent. per ton gross.

Olive oil.

Zante Olive Oil.—The crop of 1883 may be calculated at about 35,000 Ionian barrels, and that of 1884 at about 50,000 Ionian barrels.

Country.					1883.	1884.
Exported to—					Barrels.	Barrels.
United Kingdom	..	..	..	..	1,420	1,282
Austria	..	..	..	..	57	425

Export duty 20 per cent. ad valorem, and the price in 1883 varied from 48 dr., or 34s. 6d., to 60 dr., or 43s. 4d.; and in 1884, from 50 dr., or 35s. 11d., to 54 dr., or 38s. 9d. per Ionian barrel of 16 English gallons.

Wine.

Wine.—The vintage of the years 1883 and 1884 was a very good one, the quantity produced having amounted, on an average, that of 1883, to 95,000 Ionian barrels, or 1,520,000 English gallons, and that of 1884, to 105,000 Ionian barrels, or 1,680,000 English gallons. It is used for local consumption and for provisioning of vessels, save small quantities exported to England, Austria, and Italy.

Imports.

IMPORTS from Foreign Countries in 1883.

Countries from which Imported.					Value.	
					Currency.	Sterling.
					New Dr.	£
United Kingdom..	..	..	..	..	1,047,659	41,906
America ..	..	..	..	..	212,369	8,495
France ..	..	..	..	..	70,193	2,808
Italy ..	..	..	..	..	313,159	12,726
Austria-Hungary ..	..	..	..	..	950,582	38,023
Russia ..	..	..	..	..	960,970	38,439
Turkey ..	..	..	..	..	260,035	10,401
Total ..	..	..	..	..	3,819,967	152,798

Exports.

EXPORTS to Foreign Countries in 1883.

Countries to which Exported.					Value.	
					Currency.	Sterling.
					New Dr.	£
United Kingdom ..	..	..	..	..	3,869,106	154,764
America ..	..	..	..	..	944,305	37,772
France ..	..	..	..	..	197,649	7,906
Italy ..	..	..	..	..	18,623	745
Austria-Hungary ..	..	..	..	..	184,671	7,387
Germany ..	..	..	..	..	1,072,066	42,882
Russia ..	..	..	..	..	6,000	240
Turkey ..	..	..	..	..	18,449	738
Total ..	..	..	..	..	6,310,869	252,434

IMPORTS from Foreign Countries in 1884.

Countries from which Imported.	Value.	
	Currency.	Sterling.
	New Dr.	£
United Kingdom	815,355	32,614
Russia	961,324	38,458
Italy	816,544	12,662
Austria-Hungary	1,282,948	51,318
Turkey	369,525	14,781
America	195,753	7,830
France	64,447	2,678
Total	4,005,896	160,236

EXPORTS to Foreign Countries in 1884.

Countries to which Exported.	Value.	
	Currency.	Sterling.
	New Dr.	£
United Kingdom	3,350,582	134,023
Italy	22,046	882
America	422,658	16,907
Austria-Hungary	46,418	1,856
France	218,795	8,562
Germany	253,155	10,126
Holland	6,582	264
Turkey	108,600	4,144
Total	4,418,884	176,754

The prices of the leading articles of import and export have been as follows :—

IMPORTS.

Articles.					Value.		
					£	s.	d.
Sugar	..	..	..	..	Per cwt..	..	2 0 0
Coffee	..	..	..	..	"	..	4 2 10
Rice..	..	..	..	..	"	..	1 4 10
Sulphur (pulverised)	..	..	..	..	"	..	0 7 0
" (in lumps)	..	..	..	..	"	..	0 6 0
Iron bars	..	..	..	..	"	..	0 14 0
" hoops	..	..	..	..	"	..	0 16 0
Lead..	..	..	..	..	"	..	2 6 6
Potatoes	..	..	..	..	"	..	0 8 0
Pepper	..	..	..	..	"	..	2 16 0
Codfish	..	..	..	..	"	..	1 2 6
Pulse	..	..	..	..	"	..	0 17 0
Salmon in pickle	..	..	..	..	Per tierce	..	8 6 4
Rum..	..	..	..	..	" gallon	..	0 4 0
Herrings	..	..	..	..	" barrel	..	2 0 0
" small)	..	..	..	..	" (small)	..	0 16 0
Madapolams	..	..	..	..	" piece (40 yards)	..	1 2 6
Prints	..	..	..	..	" (24 yards)	..	0 16 0
Cotton water twist, No. 42	..	..	..	..	" bundle (10 lbs.)	..	0 18 0
Grey T cloth	..	..	..	..	24 per piece 6 lbs.	..	0 19 0
"	..	..	..	..	" 7 lbs.	..	1 2 0

Cereals.

The average prices of grain have been as follows:—

Quality.	1883.		1884.	
	Per Bushel.		Per Bushel.	
	s.	d.	s.	d.
Taganrag wheat	7	0
Ismail	6	2
Galatz	5	6
Cornori ("Grano Tenero")	4	4
Barley	2	10
Oats	1	10

EXPORTS.

The rates of exchange on London, for bills at three months' date, Exchange. have been as follows :—

Date.	1883.		1884.	
	Lowest.	Highest.	Lowest.	Highest.
	N. dr. c.	N. dr. c.	N. dr. c.	N. dr. c.
January	27 85	28 45	26 50	27 70
February	28 40	28 80	26 40	26 80
March	28 40	29 ..	26 40	26 50
April.. .. .	28 60	28 90	26 30	26 50
May	29 ..	29 40	25 80	26 40
June	28 80	29 40	25 65	26 20
July	27 ..	28 75	25 55	25 80
August	28 ..	28 50	25 40	25 60
September	27 90	28 20	25 30	25 50
October	27 80	28 ..	25 10	25 50
November	27 90	27 70	25 20	25 60
December	27 20	27 90	25 10	25 40

SHIPPING AND NAVIGATION.

The British vessels that cleared at the port of Zante during the Shipping. last five years were :—

	Vessels.	Tons.	Crew.
In 1880	48	31,046	988
1881	60	40,136	1,012
1882	64	45,224	1,110
1883	69	58,895	1,369
1884	69	63,728	1,606

The above figures show clearly the yearly increase which takes place in the trade of this port by British vessels.

The following table exhibits the tonnage and number of foreign vessels cleared at the port of Zante during the years 1883-84 :—

NETHERLANDS.

AMSTERDAM.

Report by Consul Robinson on the Trade and Navigation at Amsterdam for the Year 1884.

THE year 1884 displayed throughout the whole of its course, and Trade in an aggravated form, the unfavourable symptoms which distinguished depression. its immediate predecessors. Whether the existing depression in almost all branches of trade and commerce be attributed to a general Causes. over-production, or to other less apparent causes, the facts are the same: heavy losses in the import trades, unprecedentedly low freights for shipping, dulness in manufacturing industry, absence of speculation, depreciation of all funded property, were the characteristic features of the trade and commerce of 1884 as of 1883.

Against these discouraging results must, however, in fairness be Contra. placed the large profits and the soundness of trade which has characterised its distributory branches, and the cheapness of food and clothing, which has been largely to the advantage of the working classes. The shopkeepers have as a rule profited considerably by the very low prices of all goods; and although during the severe winter of 1884-85 there was some distress among the artisan class of the city, for the relief of which temporary measures were adopted, there cannot be said to have been acute suffering, and the labouring classes were fairly well employed throughout the year.

The chief event of the year in commercial matters was the colonial Colonial crisis. crisis, brought about principally by the enormous fall in sugar prices, and which at one moment threatened to shipwreck the whole of the Sugar. colonial banking institutions. Several large exporting houses in the Dutch East Indies stopped payment, and it suddenly became impossible for the banks to discount the bills drawn by their colonial agencies, all credit having received a serious shock. In this emergency a stirring appeal was made to the community by a few gentlemen of position in the East India trade, and, thanks to their unintermitting exertions and to the commercial patriotism of the country, within an almost incredibly short period loans of upwards of a million sterling for the benefit of the struggling banks were fully placed, and the terrible crisis was tided over.

Almost simultaneously with these occurrences, the shock caused by American the panic on the New York Stock Exchange was felt here, where railways. immense sums are invested in American railway securities, with the most serious effects; and as all colonial stocks, and the shares in most of the Dutch industrial enterprises, fell considerably throughout the year, the losses on the Amsterdam Stock Exchange were again exceptionally severe.

On the whole it may be said that the year was a disastrous one for nearly all classes, and there are signs that the purchasing power of the population has been seriously diminished.

SHIPPING.

The following is the usual comparative statement of the arrivals Shipping. and departures at and from Ymuiden (the outport of Amsterdam) in 1881, 1882, 1883, and 1884, showing the number and tonnage and the nationality of the vessels:—

NETHERLANDS.

Nationality.	1881.				1882.				1883.				1884.			
	Arrivals.		Departures.		Arrivals.		Departures.		Arrivals.		Departures.		Arrivals.		Departures.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Netherlands ..	533	273,349	547	283,022	562	357,353	555	345,123	574	376,807	573	378,305	513	359,906	509	361,822
British ..	881	319,650	875	321,511	599	360,213	604	362,798	571	339,690	572	340,040	692	418,515	705	423,923
Norwegian ..	278	99,997	279	105,120	256	93,765	254	96,977	246	96,459	245	94,873	264	103,743	256	104,641
Swedish ..	30	15,808	32	17,128	36	18,735	32	16,715	33	19,462	36	21,273	28	16,838	29	17,574
Danish ..	29	7,504	29	8,238	25	5,639	24	6,408	20	4,568	21	4,929	44	16,698	41	17,893
German ..	76	25,913	85	29,313	61	26,503	73	27,975	76	31,983	71	31,928	106	45,427	106	53,330
Russian ..	57	18,965	44	16,786	26	7,973	29	8,047	32	11,839	30	10,689	37	11,292	40	13,080
Italian ..	29	22,816	23	18,129	28	18,621	34	22,477	21	15,861	20	17,018	12	6,333	13	6,899
Spanish ..	2	783	2	783	1	532	1	532	19	21,334	20	22,406	11	11,243	12	11,877
United States ..	2	2,050	3	3,394	2	1,452	2	1,452	2	2,435	2	2,435	1	993	1	993
Austrian ..	1	737	4	2,557	5	4,347	4	3,948	1	831	1	698	3	1,023	3	1,023
French ..	9	1,316	10	1,611	7	3,288	7	3,048	4	2,199	4	1,276	5	5,726	5	6,088
Greek ..	4	3,303	3	2,629	11	7,080	10	6,033	6	4,447	7	5,162	6	5,116	6	5,459
Belgian ..	...	...	...	...	...	...	2	84	...	...	...	...	1	917	1	917
Total	1,831	792,176	1,646	810,131	1,618	906,471	1,630	901,677	1,605	927,955	1,601	931,040	1,715	1,013,786	1,728	1,023,634

The proportion of sailing vessels to steamers, as regards the total number and tonnage of the said arrivals and departures, is as follows:—

Year.	Arrivals.				Departures.			
	Sailing Vessels.		Steamers.		Sailing Vessels.		Steamers.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1881 ...	712	286,080	919	806,167	736	296,228	910	513,883
1882 ...	640	283,537	978	842,944	662	269,252	978	632,465
1883 ...	596	281,893	1,010	866,062	600	262,265	1,001	683,785
1884 ...	556	240,766	1,159	773,030	560	238,964	1,168	784,670

The figures in the foregoing statements represent as nearly as possible the extent of the shipping at Amsterdam during the last four years, for with the exception of a very small number that traded to the port of Zaandam, all the above vessels proceeded to and cleared from this port. The number of vessels proceeding to Zaandam, which port may however for practical purposes be considered as being part of Amsterdam, is gradually increasing. The arrivals and departures via Ymuiden in 1884 were as follows:—

Year.	Sailing Vessels.		Steamers.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1884 ..	81	31,812	23	16,756	104	48,568

The amount of harbour dues received in 1884 again shows an increase, though not so large as that from 1882 to 1883. The sums received during the last five years were as follows:—

	£
In 1880	10,686
1881	10,744
1882	12,024
1883	13,468
1884	14,234

It will be remarked that the increase is again entirely in steam vessels, sailing tonnage continuing to fall off yearly.

Freights continued very low and absolutely unremunerative throughout the year. In the East Indian trade the large steam companies suffered especially by the sugar crisis, as it was next to impossible, even with the most serious sacrifices, to obtain Java sugar for the Dutch market. Freights in the autumn fell to a minimum, and the losses for all but exceptionally favoured lines were very heavy—so much so, that the new “Insulinde” line, which was created hardly two years since, has been forced to suspend its operations and to lay up its steamers, after an unsuccessful attempt to obtain a loan from the public. In other trades the same discouraging state of affairs prevailed, and still prevails. The trade with America was still less satisfactory than in the preceding year; the Baltic and the Mediterranean were again disappointing; ore freights from Spain were lower than ever; nor can it be said that the prospects of the shipping trade are such as to give grounds for any hope of a proximate improvement.

The total number of sea-going vessels belonging to the port of

Amsterdam is shown by the following statement of their number and tonnage in the years 1881, 1882, 1883, and 1884, respectively :—

Years.	Sailing Vessels.		Steamers.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1881	108	58,857	39	64,449	147	123,306
1882	100	55,978	41	71,422	141	127,395
1883	82	48,295	46	77,239	128	125,534
1884	80	47,388	47	78,400	127	125,788

TRADE AND COMMERCE.

Prices.

The average range of prices for nearly all the most important articles of commerce continued very low throughout the year, and the complaints of importers as to over-production and over-importation were incessant, though it does not appear that excessive stocks of any important article were in any instance accumulated, but rather that the consumption, influenced by the cheapness of produce, kept fairly pace with the supplies brought to market.

Coffee.

Coffee.—Although statistics seemed to show every reason for firmness in prices, since the visible stocks on the principal markets of Europe had undergone a steady diminution, the advance in prices which was chronicled at the close of 1883 was gradually lost in the course of the year—good ordinary Java falling from 35½ c. per half-kilo* in the early part of 1884 to a price of 25½ c. at the October auction of the Netherlands Trading Company, being almost the lowest point hitherto reached. Expectation of a smaller crop for 1885–86 in Brazil caused a slight reaction, and the price of good ordinary Java rose to 28½ c. at the close of the year, remaining pretty steady. The collapse of a syndicate of Brazil planters and exporters led to the sharp fall experienced early in July, 1884, but the fluctuations of the past two years must be attributed more to the fears of importers as to future over-production than to the actual state of stocks.

The following is a comparative statement of the imports of coffee during each of the years 1882, 1883, and 1884:—

	1882.	1883.	1884.
	Bags.	Bags.	Bags.
By the Netherlands Trading Co. .	388,195	1,069,800	940,450
By private merchants—			
East Indies	351,365	546,430	407,600
West „	35,243	91,800	22,350
Total	1,274,803	1,708,030	1,370,400

Tea.

Tea.—The imports of tea were considerably less than in the previous year: from Java 15,000 quarter chests, as compared with 28,000 quarter chests in 1883. Prices were steady and consumption regular.

* 100 cents, or 1 florin = 1s. 8d. sterling.
 1 kilo, or kilogramme = 2 lb. 8 oz. avoirdupois.
 1,016 kilogrammes = 1 English ton.

China tea was, on the other hand, slow of sale; and though the importation was less than in the previous year, direct arrivals could only be disposed of with difficulty, and at a serious loss to the importers. There was a small importation of British India tea, which found a market at fair prices.

Sugar.—At the close of the year 1883 prices of both raw and refined Sugar. had fallen to figures from which any further considerable decline appeared improbable. Nevertheless, the course of prices continued downwards with increasing rapidity, culminating in an absolute panic in the months of September and October, followed by a short and sharp reactionary movement, which, however, soon passed away, leaving prices at the close of the year at figures previously unheard of. The following statement shows the course of the market during the year:—

				Price per 100 Kilos.	
				First Quality, Crushed.	Beet Sugar.
				Florins.	Florins.
January 1st	..	..	..	26½	21½
April 1st	..	..	..	24½	17½
July 1st	..	..	..	23	16½
October 1st	..	..	..	18	12 to 16
December 31st	..	..	..	17½	12½

Java sugar fell from 22s. 6d. per cwt., London quotation for floating cargoes, to 13s. 9d. at the close of the year. These figures will afford some idea of the terrible losses inflicted on planters and importers of colonial sugar, and on the German beet-sugar producers, during this disastrous year. A struggle, the end of which cannot yet be predicted, is going on between the artificially-encouraged beet-sugar and colonial sugar. It is universally acknowledged that the protection afforded to the German sugar industry has had a principal share in bringing about the crisis, and it is difficult to believe that the German Government will be inclined to increase its concessions to beet-sugar producers, and thereby to aggravate the evil. On the other hand, the colonial planters, driven to the wall by the necessities of competition, have very considerably developed their mode of production, and have proved that a much larger percentage of sugar can now be extracted from the cane juice than was formerly considered possible. The Dutch refiners have, on the average, had a season of large profits, partly in consequence of their large importations of beet-sugar artificially coloured, so as to be classed for duty at the lowest rate, and partly on account of the general very low range of prices for raw sugar.

COMPARATIVE Statement of the Imports of Raw and the Exports of Raw and Refined Sugar in the Netherlands during the last Five Years.

		1880.	1881.	1882.	1883.	1884.
		Tons.	Tons.	Tons.	Tons.	Tons.
Imports, raw	..	26,800	24,300	20,800	13,800	9,700
Exports „	..	19,800	12,200	14,300	9,500	4,700
„ refined	..	66,300	64,600	63,000	66,500	89,500

STATEMENT showing the Quantity, in Kilogrammes, of Refined Sugar exported from Amsterdam in the Years 1882, 1883, and 1884 respectively, specifying the Countries to which the same was bound, as well as what proportion thereof was exported by Sailing Vessels, by Steamers, and by Land Conveyance, that is by Railway.

Destination.	1882.				1883.				1884.			
	In Sailing Vessels.	By Steamers.	By Land.	Total.	In Sailing Vessels.	By Steamers.	By Land.	Total.	In Sailing Vessels.	By Steamers.	By Land.	Total.
Great Britain ...	Kilos. 261,240	Kilos. 27,871,830	Kilos. ...	Kilos. 28,133,070	Kilos. 352,645	Kilos. 35,550,680	Kilos. ...	Kilos. 35,903,325	Kilos. 243,469	Kilos. 59,753,784	Kilos. ...	Kilos. 60,009,253
Belgium ...	...	1,987,100	...	1,987,507	...	1,431,805	...	1,432,011	...	2,909,402	1,450	2,910,852
Switzerland ...	...	...	2,062,083	2,062,083	...	...	2,523,500	2,523,500	...	...	3,731,864	3,731,864
Italy ...	...	1,915,774	802,403	2,718,177	...	662,994	...	662,994	2,900	202,981	132,233	305,831
Prussia ...	...	180,248	...	180,248	...	502,352	183,448	685,800	...	366,540	...	499,643
Sweden ...	44,535	1,127,078	...	1,171,613	41,215	693,015	...	734,230	27,435	978,640	...	1,006,075
Norway ...	13,863	662,725	...	676,588	1,159	1,063,852	...	1,065,011	1,432	907,543	...	908,985
Spain ...	82,550	142,980	...	195,530	22,000	179,027	...	199,027	22,000	100,540	...	122,540
Portugal ...	77,100	...	...	77,100	118,728	...	...	118,728	16,825	110,650	...	126,975
Greece ...	...	63,100	...	63,100	...	11,000	...	11,000	...	16,500	...	16,500
Turkey ...	...	223	...	223	...	3,750	...	3,750	...	56,000	...	56,000
Hamburg ...	...	10,500	...	10,500	...	1,400	...	1,400	...	124,438	...	124,438
Breuch ...	...	80,115	...	80,115	...	99,469	...	99,469	...	15,000	59,652	69,304
Gibraltar ...	...	21,532	63,324	84,856	...	7,394	107,960	115,354	...	23,000	...	23,000
Carapoa ...	19,375	...	...	19,375	11,575	3,000	...	14,575	6,025	12,039	...	18,069
Java ...	1,840	11,570	...	13,410	1,650	41,739	...	43,389	...	12,039	...	12,039
Denmark ...	800	27,794	...	28,594	...	24,445	...	24,445	...	1,100	...	1,100
United States ...	...	10,900	...	10,900	1,000	10,450	...	11,450	...	...	...	10,471
France ...	...	15,200	...	15,200	...	40,000	...	40,000	...	...	...	40,000
Russia ...	500	153,638	...	154,138	...	53,000	...	53,000	...	...	...	53,000
Africa (West Coast) ...	...	2,400	...	2,400	...	200	...	200	23,400	...	...	23,400
Japan ...	...	...	...	...	...	...	...	...	...	...	...	...
Algeria ...	...	...	...	...	...	...	...	...	2,000	...	...	2,000
Cape of Good Hope ...	...	...	...	...	...	...	...	...	2,500	...	...	2,500
Total.	471,018	34,294,807	2,628,217	37,394,042	547,072	40,399,776	2,815,114	43,762,862	347,586	65,062,594	3,923,192	69,985,379

NETHERLANDS.

Tobacco.—The trade in this article during 1884 was again very satisfactory; the harvests in Java and Sumatra were very good, the quality on an average excellent, and the demand here well sustained. As a natural consequence, there is a considerable extension of the plantations in the Dutch East Indies in progress.

COMPARATIVE Statement of the Imports of the Various Kinds of Tobacco during the last Five Years..

Year.	Maryland.	Virginia and Kentucky.	Java.	Seedleaf	Brazil.	Sumatra.
	Hogaheads.	Hogaheads.	Packages.	Packages.	Packages.	Packages.
1880	4,775	147	34,037	1,007	339	52,151
1881	2,980	151	81,225	454	1,098	59,468
1882	3,405	26	103,384	905	..	73,444
1883	4,240	976	30,975	2,500	675	10,111
1884	3,510	49	36,009	1,992	..	85,813

Cotton.—The imports show a considerable falling off as compared with 1883 (58,675 bales against 84,427). The trade was quiet and without any marked fluctuation, prices at the end of the year closing at about the same figure as the year began with. The importance of the market is hardly to be measured by the amount of direct importations, as cotton is now generally sold per pound in sterling, cost and freight, with option of shipment via Bremen, Amsterdam, or Antwerp, and a good deal is sold here which does not arrive at this port.

COMPARATIVE Statement of the Qualities and Quantities of Cotton Imported during the last Five Years.

Qualities.	1880.	1881.	1882.	1883.	1884.
	Bales.	Bales.	Bales.	Bales.	Bales.
North American ..	34,448	52,619	36,099	73,171	45,669
Suratte, Bengal, &c. ..	13,700	24,631	7,227	11,056	13,006
Other sorts	70	..	..	200	..
Total	48,218	77,250	43,326	84,427	58,675

Rice.—There was again a very great trade in this article in 1884, the total importations into Holland reaching the large figure of 1,240,000 bags, of which 857,000 bags were for the Zaandam district. Prices remained steady. Short supplies from the Burmese ports were compensated for by large shipments from Japan and Saigon: the importations from Java were 59,000 bags.

**COMPARATIVE Statement of the Imports of Rice by Sea in the Years
1882, 1883, 1884.**

	1882.	1883.	1884.
	Kilogrammes.	Kilogrammes.	Kilogrammes.
From Java	3,301,250	6,144,859	5,782,734
„ British India ..	30,018,258	53,900,707	47,196,299
„ Hamburgh	41,274	70,585	45,000
„ Bremen	173,499	219,933	101,515
„ England	56,620	1,373,650	1,312,699
„ Italy	3,015	55,000	2,000
„ Japan	1,343,300	1,911,000	9,027,654
„ Denmark .. ..	..	84,386	2,000
„ Norway .. ..	..	21,000	..
„ Prussia .. ..	..	..	2,201
„ Saigon .. ..	..	..	15,766,344
Total	34,937,216	63,781,125	79,188,446

Grain. *Grain.*—The course of trade continued dull and lifeless throughout the year, and nearly all transactions were on consumer's account.

Wheat. The stock of *Wheat* at the beginning of 1884 was very heavy, and though prices ruled very low, it was some time before consumption had absorbed the extra supply. In the beginning of April there was a slight improvement in the market, and prices remained unchanged throughout the summer until the prospects of a good harvest, both in Europe and America, caused them to fall away again seriously.

Rye. The trade in *Rye* was more restricted than in 1883, and the importation much smaller. During the first months of the year prices remained almost unchanged, with a slight improvement in April, which lasted until July, from which date they fell again slowly to the lowest figures of the year. But prices of rye were comparatively higher than those of other descriptions of grain throughout the year, in consequence of the short crop of 1883 in North Germany.

Barley. *Barley* was also without animation. Low offers from the Danube, the Black Sea, and Algiers brought about some amount of business; the importations from other quarters were very insignificant.

Oats. But little *Oats* was imported. The inland crop was more than sufficient to supply the country's requirements.

Maize. For *Maize* the demand was but small, as distillers and starch manufactures could buy other sorts of grain cheaper. Lower offers from America brought about a more lively trade in the autumn.

Buckwheat. *Buckwheat.*—The inland crop was satisfactory, and more than sufficient to supply the gradually declining demand for this article. There were a few cargoes sold from Libau at very low rates.

Comparison of grain imports. The following is a comparative statement of the imports by sea of wheat, rye, barley, and buckwheat during the years 1881, 1882, 1883, and 1884 :—

From	Wheat.				Rye.				Barley.				Buckwheat.			
	1881.	1882.	1883.	1884.	1881.	1882.	1883.	1884.	1881.	1882.	1883.	1884.	1881.	1882.	1883.	1884.
United States	96,536	35,041	81,436	75,769	3,359	40,936	90,601	43,994	...	...	...	...	...	...	...	...
British India	35,708	8,722	29,598	9,865	2,063	8,800	17,468	9,354	...	...	...	...	...	...	...	...
Prussia	26,754	22,537	50,664	25,463	59,312	193,062	235,843	188,893	740	1,800	1,800	945	221	...	472	217
Russia	1,319	69,420	100,040	80,140	63,028	61,196	96,160	62,904	593	593	1,506	11,813	4,859	...	3,676	...
Danubian provinces	105,049	9,654	29,150	3,186	...	...	...	...	28,035	16,475	16,475	18,137	...	...	...	...
Great Britain	32,492	6,576	25,563	50,584	...	...	...	...	6,900	725	725	2,474	...	...	...	...
Hamburg	299	214	1,136	28	...	...	...	...	2,142	10,329	9,910	9,910	...	...	258	...
Bremen	...	...	688	...	...	...	...	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey	...	...	16,242	29,492	865	...	11,934	27,146	14,902	6,104	7,062	7,062	...	...	...	...
Denmark	...	...	8	...	...	...	3	...	570	...	...	...	...	...	...	...
France	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...
Dutch Guiana	...	...	...	...	...	...	...	...	...	...	...	...	...	3,590	...	...
Other sorts	...	...	...	7,052	...	...	...	...	...	...	...	6,893	...	...	...	...
Total	288,157	152,063	344,560	231,579	128,647	24,014	452,013	232,293	56,159	86,947	57,234	57,234	5,080	3,590	4,435	247

Spices.

Spices.—The trade shared in the general listlessness, and prices as a rule tended downwards throughout the year; still there was no great difficulty in disposing of the quantities brought to market.

Seeds and oils.

Seeds and Oils.—The transactions in linseed were of less importance than in 1883, and were principally in Bombay cargoes. There were but few arrivals from the Black Sea or the Baltic, the British Indian seed being offered at comparatively lower figures. There was more doing in rapeseed than in the previous year, and as the prices of linseed oil and linseed cake were too low in proportion to that of linseed, more rapeseed than usual was crushed. The importations were about 3,500 tons, partly from British India.

Although the year opened with very small stocks of rape oil and none of rapeseed, prices, contrary to all expectations, fell steadily from 41 fl. to 29½ fl. per 100 kilos., a point at which some speculation was developed. The trade in linseed oil was unsatisfactory, as the wants of Germany were principally supplied from the English market, and the price of the raw material was too high in proportion to that obtainable for oil. The exhaustion of stocks in England eventually brought about an improved demand on the Dutch market, and prices advanced considerably, only, however, to fall away again towards the close of the year to a very low figure. The highest price of the year was 24½ fl.; lowest, 20¾ fl. per 100 kilos.

Petroleum.

Petroleum.—There was a very considerable increase in the direct importation from America, which reached 267,658 barrels. The transit trade to Germany, via the Rhine, continues to develop; about 30,000 barrels were sent to the Upper Rhine in 1884. Prices fell considerably in the first months of the year, but subsequently the figures attainable here left some profit on American rates.

Margarine.

Margarine.—There were great fluctuations in the prices of this article during 1884, in consequence of the unsteady market for butterine in Europe and America. Manufacturers of the latter article in Holland confine their attention more and more to the best qualities. The American margarine continues superior to all others, but that from Vienna competes fairly well with it. The total importation into Holland was :—

American	..	..	..	..	105,000 tierces.
European	..	..	..	..	80,000 tons.

Prices ruled as follows per 100 kilos :—

Year 1884.				American.	Viennese.	French.
				Florins.	Florins.	Florins.
January	..	..	..	84 to 82	74 to 73	68 to 63
June	..	..	..	68 71	61 62	59 50
November	..	..	..	105 76	96 74	92 72
December	..	..	..	76 74	71 68	70 65

Bacon.

American Bacon.—Transactions were restricted in consequence of the competition of the home article. Towards the close of the year, lower offers from America, for spring delivery, brought about a little more activity.

Lard.

Lard appears to be daily losing ground in the Dutch market, consumers preferring butterine of inferior quality. Prices of superior lard fell from 55 fl. to 46 fl. per 100 kilos.

Banking.—The shares of most of the large Dutch banking and Banking. financial institutions suffered severely, as will be seen from the following comparative statement:—

	Price on December, 1883.	Price on December, 1884.
	Per cent.	Per cent.
Colonial Bank	95	86
Netherlands Indian Trading Bank	106½	39
„ 5 per cent. debentures	102	85
„ 4 „	92½	68
Bank of the Netherlands	250	214
Netherlands Trading Co.	111	108

				Per cent.
December 31, 1883, to May 14, 1884	..	..	..	3½
May 14, 1884, to December 31, 1884	..	..	..	3

Exchange.—The rate of exchange on London for bills at sight has, Exchange. during the past year, varied from 12·03^s fl. to 12·13^s fl. per £ sterling.

Amsterdam, December 31, 1885.

RUSSIA.

BATOUM.

Report by Vice-Consul Peacock on the Trade and Commerce of Batoum for the Year 1884.

Railways.

In my yearly report for 1883 I ventured to point out the completion of the Transcaucasian Railway as an event of vital importance to the commerce of this port.

The railway having been opened only in June, 1883, the data given in the report for that year comprised but a period of six months; whilst those for the year under consideration, inasmuch as the commerce of this port depends on the working capacity of the Transcaucasian Railway, show the volume of trade and shipping for twelve months.

Foreign trade.

The foreign trade at this port—the values of imports, exports, and duties levied being represented in pounds sterling—was in 1884, as compared with that of 1883, as follows:—

	1883.	1884.	Increase.
	£	£	£
Imports	40,580	121,944	81,364
Exports	261,400	905,715	644,315
Duties levied	8,280	23,479	15,199

The principal articles of importation and exportation were the same as in the preceding year, and I have again to observe that the data concerning the values of foreign imports do not comprise those imported duty free—that is, for consumption on the spot—no records, it is to be regretted, of such being kept at the Custom-house.

It is of particular interest to note the respective shares of the different countries trading at this port, for the first time recorded at the Custom-house in 1884:—

Countries trading with Batoum.	Values of Imports.	Values of Exports.
	£	£
England	91,000	87,000
Austria	15,000	63,000
France	12,000	388,000
Germany	1,300	15,000
Turkey	10,000	210,000
Greece .. .. .	..	24,000
Roumania .. .. .	..	71,000

traffic that the total volume of Transcaucasian import and export trade might be fully estimated.

Petroleum.

As an instance showing the importance of one of the two just-mentioned trade routes, it may not be out of place to state the quantities of petroleum products sent from Baku by the Caspian and up the Volga, as compared with those conveyed by rail. The quantities are shown in gallons :—

	1888.	1884.
	Gallons.	Gallons.
By rail in six months	12,000,000	
" in twelve months .. ..	..	27,988,020
By the Caspian in twelve months .	178,240,000	240,915,845

Besides, other local produce—wool, cotton, wine, copper, as well as Russian manufactures and the various articles of Russo-Persian trade—are but partly forwarded by rail, a considerable portion being transported by the overland route, via Tiflis and Vladikavkaz, or by the Caspian.

I earnestly regret not to be able to obtain at this place exact information as to the conditions and data relating to the traffic on the other side of the Souram range—a traffic affecting to no small extent British commercial interests in Persia, and likely to extend eventually also to other parts of the East.

Shipping.

The foreign navigation at this port in 1884, as compared with 1883, was as follows : Including steamboats and sailing vessels, the number of ships that entered was—

	Number.	Tonnage.
In 1883	287	174,080
1884	409	267,306

The following table will show the respective shares of shipping as to nationality :—

Nationalities.	1883.		1884.	
	Number of Ships.	Tonnage.	Number of Ships.	Tonnage.
British	19	18,400	44	41,804
French	29	30,833	64	71,432
Austrian	53	47,670	74	60,800
German	1	104	12	10,974
Swedish	1	240	..	..
Greek	21	6,844	36	14,642
Belgian .. .. .	..	..	1	658
Italian	1	284	11	6,184
Turkish	100	25,777	97	7,582
Russian	62	43,923	80	53,780

The number of British ships in the above table includes 10, of a tonnage of 7,721, which, though bound for Poti, had to enter this harbour on account of quarantine during the year 1884.

The coasting navigation was as follows :—

	1883.		1884.	
	Number.	Tonnage.	Number.	Tonnage.
Steamboats	399	191,221	325	157,064
Sailing vessels	78	6,837	154	17,150

The number of small crafts about 20 tons each, which in 1883 was 1,474, with a tonnage of 29,480, is more or less stationary, and has to be added to the Russian shipping of 1884.

The above-mentioned figures, relating to navigation at this port, show that whilst foreign shipping has considerably increased, there was a decrease in Russian shipping. This latter circumstance, however, is simply due to the cessation of the regular service of daily steamboats between Poti and Batoum: the direct, cheap, and certainly most natural intercourse between those two places by sea having been substituted by a circuitous and much more costly one by rail.

As to foreign shipping, although remarkably increasing, it may be generally observed that, as a rule, ships neither enter nor clear here with full cargoes.

In so far as the general economic conditions and official regulations bearing upon the trade of this port have undergone no material alterations during the year 1884, I have nothing new to add to what has already been communicated in my former commercial reports.

The railway station has not been built yet, and a small wooden Railway barrack is being temporarily used for that purpose. The means of station. transporting merchandise from the goods station to the harbour are still very unsatisfactory.

The projected harbour works have hardly made any progress, though Harbour considerable preparatory works in connection with the same are being works. made. Ships continue to be loaded and unloaded by means of small lighters, in as slow and primitive a manner as at any of the least advanced shipping places on this coast. No regular dépôts have as yet been established for warehousing inward or outward cargoes; there is not a single bank in the place; as far as imports are concerned, nothing as yet has been done to open a direct wholesale trade at this port with the local markets; and as to exports, again, merchants are forced, owing to an utter want of proper commercial organisation, to deal, as of old, through middlemen and second-hand traders. Moreover, unprecedented dearth in the local money markets on one side, and want of credit and confidence on the other, had a very discouraging influence on business throughout the country; and the deficiency of the working capacity of the Transcaucasian Railway did, to no small extent, check the export business at this port.

As to public works for essentially commercial purposes, excepting Public works. the preparatory works for the improvement of this harbour, none under the auspices of the Government have been executed during the preceding year. But the undertaking of some extensive costly works for the defences of this port could hardly be left unnoticed, inasmuch as it caused the importation of great quantities of foreign cement, bricks, timber material, &c., and by employing a considerable number of hands could not but affect the local labour market, resulting in an increase of wages and prices on articles of consumption—proving, at

the same time, rather detrimental to the general course of legitimate business depending on credit, which is guided and fostered by works of peace, not by those of a warlike character.

Landed
property.

One of the most serious impediments in the development of this place is the still unsettled condition of rights concerning landed property. By a Government order in the latter part of 1884 all further sales and purchases of town lands were strictly prohibited. A great number of plots within the boundary line of the free port must thus remain in possession of people who have neither the means of utilising nor the right of transferring the same into wealthier or better hands. Nor has the land in the district been surveyed as yet; and the old Turkish titles not being recognised as valid, purchases of land in the district are practically and legally made impossible. Under such conditions it is evident the agriculture in this locality could make no material progress, and this port can hardly gain anything worth mentioning from the production of its own district.

Development
of towns.

It is a characteristic feature of most towns on this coast that they develop, not in virtue of their own industries and trades in proportion to the natural growth of population within the surrounding district, but in serving principally as shipping places for the produce and merchandise coming from and consigned to distant markets. Batoum in this respect forms no exception; it is, in fact, owing to extreme sparseness of population and deficiency of production in the district, and its greater distance from the markets of the Caucasus, in a worse position than the other shipping places on this coast.

Notwithstanding this disadvantage, and the many above-mentioned drawbacks, Batoum has remarkably expanded, and its population continues to grow at a rate unknown in this country.

The transfer of a considerable part of export and import trade and shipping from Poti to this place might be ascribed to greater convenience and safety the harbour of the latter offers, but the growth of the town and the increase of its population is to a great extent unquestionably due to the exceptional privileges and advantages of free trade enjoyed within the boundary of this port.

Before concluding this report I would make the following observations, with particular regard as to whether this place admits of an increase of British trade already established here, and offers any special advantages for new openings.

Openings for
trade.

Bearing in mind the absence of ready stock in the local market, the limited purchasing power of consumers, and the disproportionate great number of traders, to say nothing of the numerous class of second-hand dealers and middlemen, it may justly be doubted that the volume of exports to England (petroleum, manganese, timber, grain, &c.), or that of imports of English manufactures (Manchester goods, hardware, tin plates, iron tubes, cement, fire bricks, caustic soda, &c.), could be profitably increased. But what I should venture to suggest is the establishment of a direct and more economic intercourse between local producers and consumers and the British markets.

By resolving the local market prices it would be found that the cost of produce in the interior, where the original purchases are made, forms but a very trifling component of the total: the balance consisting of inordinate costs on account of a wasteful manner of marketing the produce, exorbitant rates of interest on money employed in the business, and high commissions to second-hand dealers, &c. The profits, therefore, derived from certain business transactions, though comparatively high, might still be greatly increased by time and labour-saving appliances, with the help of intelligent and trustworthy agents, and by

employing capital at the rate of 5 per cent, or thereabouts, instead of from 12 to 24 per cent., the usual interest in this locality.

With regard to the import trade, the opening here of a regular depôt of English merchandise might prove a very successful undertaking, so long as this port remains free and foreign goods are admitted dutiless. Such a depôt might very conveniently serve as an exhibition of a variety of objects hardly known yet in this country, but for which a demand could be eventually created, and form, at the same time, an agency for the purpose of obtaining orders to supply the local markets with English goods.

To be brief, it is not by simply competing with traders established here, purchasers and sellers, under the present defective conditions of production and trade, but by bringing into operation superior technical and financial means, that British commerce with this country might be rendered more extensive and profitable.

However, before establishing in this locality any business requiring considerable capital and depending on foreign markets, British merchants will not fail to take into account the present tendency of Russian trade legislation. The recent prohibition of foreign transit through Transcaucasia, the continual increases of protective duties, the compulsory use of railway material of exclusively Russian manufacture, &c., have so far proved anything but encouraging to foreign commerce in this country. Drawbacks to be considered.

Batoum, November 10, 1885.

RIGA.

Report by Consul Raby on the Trade and Commerce of Riga for the Year 1884.

NAVIGATION AND SHIPPING.

Shipping.

THE navigation of the port of Riga was open during the whole year. The first British steamer arrived on the 1st of January, and the last left on the 30th of December. The Riga Bay was not blocked by ice during the winter, as usual, owing to the mild weather, and vessels could come right up to the town to discharge and load there—a channel in the river for that purpose being kept open by three ice rams belonging to the Exchange Committee.

British Shipping.—The number of British vessels which arrived and cleared during the year was 400, measuring 278,168 register tons, with crews numbering 7,172 men. Of these 15 were sailing ships, measuring 2,790 tons.

When compared with the year 1893 there has been a decrease of 102 vessels and of 65,242 tons.

The British vessels which arrived were laden with:—

Articles.				Vessels.	Tonnage.
General cargoes..	..	..	..	98	81,899
Glauber salt ..	..	..	..	1	532
Coals ..	..	..	..	27	14,612
Herrings ..	..	..	..	6	518
Iron ..	..	..	..	16	10,441
Chalk and clay ..	..	..	..	2	1,410
Salt ..	..	..	..	10	9,972
Sulphate of soda ..	..	..	..	1	220
Ballast ..	..	..	..	239	158,564
Total ..	..	..	..	400	278,173

Those which left the port carried :—

Articles.	Vessels.	Tonnage.
Bones	2	164
Flax	23	14,381
Flax and grain	4	2,736
Flax and hemp	5	2,625
Flax and seed	3	1,975
General cargoes	90	76,815
Grain	17	9,816
Hemp	2	659
Linseed	1	742
Oilcake	2	190
Sleepers and other wood goods	243	163,002
Ballast	8	4,563
Total	400	278,168

The total number of vessels of all nations which arrived and cleared was as follows :—

Nationalities.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	400	278,168	400	278,168
Danish	187	80,230	187	80,230
Dutch	120	31,596	120	31,596
French	6	1,066	6	1,066
German	656	221,135	659	223,132
Norwegian	267	71,391	270	72,992
Russian	541	147,439	526	142,476
Swedish	141	34,398	142	35,200
Total	2,318	865,422	2,310	864,860

Freights.—The season opened at the undermentioned rates to Great Britain, which continued with slight variations during the whole of the year :—

Articles.		Value.
Flax and hemp	Per ton ..	£ 1 1 9
Oats	„ quarter	0 1 6
Oilcake	„ ton ..	0 10 3
Linseed crushing	„ quarter	0 1 9
Linseed sowing	„ barrel ..	0 3 0
Sleepers	„ load ..	0 9 6

Shipping interests have for some years past been very dull, and, owing to the difficulty of finding employment and the extreme lowness of freights, ships belonging to this port gain scarcely sufficient to pay their expenses.

The average depth of water to the entrance of the port was 16½ feet English.

TRADE AND COMMERCE.

Imports.

Imports.—The total value of imports during the year amounted to 24,940,291 r., duty exclusive, against 26,744,108 r. in 1883, showing a decrease of 1,803,817 r.

The following table shows the value of imports from the different countries:—

Imported from	Articles of Consumption.	Raw Materials.	Manufactured Goods.	Cattle.	Total.
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
Africa ..	..	198,470	..	..	198,470
America ..	12,642	1,084,939	40	..	1,097,621
Belgium ..	285,765	843,685	253,807	..	1,383,257
Denmark ..	176,379	378,958	22,064	..	577,401
France ..	246,097	796,570	13,357	..	1,056,024
Germany ..	1,845,039	3,338,989	1,979,053	7,477	7,170,558
Great Britain	1,000,518	7,053,208	2,164,136	165	10,218,027
Holland ..	54,154	244,130	203,344	..	501,628
Italy ..	1,074	48,752	60	..	49,886
Norway ..	1,297,119	18,095	372	..	1,315,586
Portugal ..	43,377	472,901	36	..	516,314
Spain ..	60,112	207,930	..	..	268,042
Sweden ..	10,004	408,922	163,551	..	587,477
Total ..	5,082,280	15,095,549	4,804,820	7,642	24,940,291

Exports.

Exports.—The total value of the export trade amounted to 51,250,212 r., against 58,433,580 r. in 1883, showing a decrease of 7,183,368 r.

The following table shows the value of exports to the different countries:—

Exported to	Articles of Consumption.	Raw Materials.	Timber and other Wood.	Total.
	Roubles.	Roubles.	Roubles.	Roubles.
Belgium ..	1,996,611	3,532,618	243,206	5,772,435
Denmark ..	1,097,419	1,039,654	47,907	2,184,980
France ..	456,637	4,814,609	1,011,519	6,282,765
Germany ..	4,290,349	3,433,430	1,187,522	8,911,301
Great Britain	2,399,702	13,549,523	5,302,318	21,252,048
Holland ..	2,173,217	630,002	1,126,817	3,929,536
Italy ..	..	..	10,925	10,925
Norway ..	189,292	586,590	5,370	781,252
Portugal ..	1,921	196,855	179,470	378,246
Spain ..	..	..	3,885	3,885
Sweden ..	1,098,522	613,191	31,126	1,742,839
Total ..	13,703,670	23,396,477	9,150,065	51,250,212

Exchange.—The average rate of exchange on England was 2s. 0 $\frac{3}{4}$ d. Exchange. to the rouble. The monthly rate was as follows:—

					s. d.	
In January	..	..	..	..	1 11 $\frac{1}{2}$	to the rouble.
February	..	..	..	..	1 11 $\frac{2}{5}$	"
March	..	..	..	..	2 0 $\frac{1}{2}$	"
April	..	..	..	..	2 0 $\frac{1}{4}$	"
May	..	..	..	..	2 0 $\frac{1}{2}$	"
June	..	..	..	..	2 0 $\frac{2}{5}$	"
July	..	..	..	..	2 0 $\frac{2}{5}$	"
August	..	..	..	..	2 0 $\frac{1}{2}$	"
September	..	..	..	..	2 0 $\frac{1}{2}$	"
October	..	..	..	..	2 0 $\frac{1}{2}$	"
November	..	..	..	..	2 1 $\frac{1}{2}$	"
December	..	..	..	..	2 1	"

GENERAL REMARKS.

With reference to the general trade at this port in 1884, it may be stated that it was by no means satisfactory. Both imports and exports have decreased in the amount of value, and with the exception of wood goods, which still form a noticeable export, all other articles diminished in their quantity. General remarks.

The want of development in the trade may principally be attributed to causes connected with the bad management, as respects the tariff system of the Russian railways, on all goods of export and import, and to the frequent increase in the Custom-house tariff on goods of import, and, in addition, bad crops have prevailed during the last few years in these provinces; besides, the competition of America and other countries with respect to grain must be taken into consideration, the demand for which in this country having greatly decreased in consequence. The condition of trade for the current year 1885 has not improved, and no improvement is anticipated here until trade improves elsewhere.

It may also be observed that agriculture is at present in anything but a favourable condition in this district: many of the farmers are not able to afford to purchase the necessary machines now so commonly used, and are in consequence obliged to depend entirely upon hand labour.

Public Works.—The extensive works for regulating the River Düna were commenced again during the past summer, and have been actively carried on. A work particularly important for Riga is the narrowing of the river to about two-thirds of its actual width in front of the town. Below this narrowing a dam will be established, extending about 350 feet. Public works.

During the last year one-third of the said dam has been finished. It is also intended to narrow the river higher up, where inundations generally occur, and at this place a dam will be built in a straight line with the before-mentioned one, thus forming a second canal for the purpose of loading and discharging ships.

In consequence of these works the port of Riga will be greatly improved.

The following statements will show the British and foreign trade at Pernau, Libau, and Windau:—

PERMAN.

RETURN of the Export Trade during the Year 1884.

Countries exported to.	Number of Vessels.	Flax.	Flax, Codilla.	Barley.	Rye.	Wheat.	Timber.	Sowing Linseed.	Crushing Linseed.	Mats.	Spirits.	Value.
		Poods.	Poods.	Tchetverts.	Tchetverts.	Tchetverts.	Number.	Barrels.	Tchetverts.	Number.	Bottles.	Roubles.
Great Britain ..	39	665,500	66,012	..	..	..	..	..	..	21,405	72	3,561,983
Portugal ..	7	55,915	280	..	..	..	..	..	..	1,430	1,171	276,854
Germany ..	13	44,204	9	..	..	..	..	22,133	..	3,865	200	564,714
France ..	14	224,979	13,312	..	..	..	..	..	..	8,810	189	1,172,396
Holland ..	50	9.0	..	67,315	3,763	697	1,182	..	8,855	6,852	..	686,370
Belgium ..	1	17,837	..	..	..	..	..	..	..	600	..	89,274
In bal'ast—												
To foreign ports ..	4	..	..	..	..	..	..	..	..	..	..	..
To Russian " ..	6	..	..	..	..	..	..	..	..	..	..	..
Total ..	134	1,008,484	79,622	67,315	3,763	607	1,182	22,133	8,855	42,462	1,623	6,352,096

LIBAU.

ENTERED.

Nationalities.	Number of Vessels.	Tonnage.	Value of Cargoes.
			Roubles.
British	158	86,348	1,008,297
Danish	285	105,256	6,250,458
Dutch	7	1,858	60,061
German	512	176,750	4,851,707
Italian	1	222	181,980
Norwegian	122	25,668	945,583
Russian	248	34,148	353,450
Swedish	286	69,222	385,063
Total	1,619	499,572	13,991,599

WINDAU.

ENTERED.

Nationalities.	Number of Vessels.	Tonnage.	Value of Cargoes.
			Roubles.
British	10	5,677	..
Danish	13	1,968	..
Dutch	12	2,474	..
German	26	2,656	7,623
Norwegian	10	922	9,817
Russian	56	11,608	43,861
Swedish	7	1,016	800
Total	134	26,321	61,601

Riga, December 30, 1885.

SPAIN.

BILBAO.

Report by Vice-Consul Jones on the Trade and Commerce of the Consular District of Biscay, Guipuzcoa, and Old Castile, for the Year 1884.

BILBAO.

Shipping.

British Shipping.—The following tables show the comparative movement of British shipping at this port for the past four years:—

ENTERED.

Year.	Vessels.	Tons Register.	Crews.	Value of Cargoes.
				£
1881	2,280	1,665,791	34,129	264,540
1882	2,924	2,468,952	47,113	407,795
1883	2,014	1,920,047	33,692	297,737
1884	1,665	1,793,427	28,716	627,823

CLEARED.

Year.	Vessels.	Tons Register.	Crews.	Value of Cargoes.
				£
1881	2,232	1,665,739	34,143	1,908,184
1882	2,922	2,466,697	47,116	2,538,287
1883	2,017	1,921,101	33,738	1,906,911
1884	1,658	1,786,774	28,606	1,359,308

It will be seen by the above returns that there is a considerable increase for the past year in the value of cargoes inwards, which is accountable in consequence of the general import trade having exceeded by about one-third that of any previous year, the principal items being machinery and plant for the large new iron works in course of construction. The value of the exports is below that of previous years in consequence of the lower price of iron ore delivered in England, and less quantity of minerals shipped during the year.

The following is an analysis of the proportion of British vessels arriving with cargoes and those in ballast during the past four years:—

ENTERED.

VESSELS WITH CARGOES.

Year.	From England Direct.	From France.	From other Countries.	Total Proportion.
	Per cent.	Per cent.	Per cent.	Per cent.
1881	8	1	2	11
1882	8½	½	1½	10½
1883	10½	½	2	13
1884	11½	½	2½	14½

VESSELS IN BALLAST.

Year.	From Holland.	From England Direct.	From France.	From other Countries.	Total Proportion.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1881	6	80	42	11	89
1882	11	87	41	½	89½
1883	4	15	53	15	87
1884	1½	21½	40	21½	94½

CLEARED.

All with cargoes with the exception of 15 vessels (six to Spain, five to England, and four to the United States of America).

Year.	To United Kingdom.	To Holland.	To other Countries.
	Per cent.	Per cent.	Per cent.
1881	85	13	2
1882	80	18	2
1883	88½	10	1½
1884	79½	13½	7

The average register tonnage per vessel in 1884 was 1,077 tons—953 tons in 1883, and 747 in 1882. Of the total number of British vessels that entered this port last year 97½ per cent. were steamers.

The rate of freights has been, with little variation, the same as the Freight previous year.

The next comparative table exhibits the general movement and relative position of British and foreign shipping at this port during the past three years:—

Nationality.	1882.		1883.		1884.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	2,924	2,468,962	2,014	1,920,047	1,686	1,789,427
Spanish	1,381	253,546	1,392	311,087	1,365	292,910
French	598	273,191	560	224,935	397	251,877
German	88	57,340	74	4,261	84	59,187
Dutch	37	23,302	45	35,892	45	36,344
Belgian	51	36,337	40	29,812	69	58,551
Norwegian	101	26,265	62	18,023	58	16,151
Swedish	9	3,046	6	1,677	1	349
Danish	30	2,532	15	1,304	15	1,341
Italian	1	204	7	2,522	2	598
Portuguese	5	2,320	...	...	...	...
Austro-Hungarian	5	2,931	...	...	...	...
United States of America	5	2,397	1	553	1	547
Russian ... ..	...	...	1	421	1	579
Greek ... ..	...	...	1	807	...	...
Colombian ... ..	...	...	1	257	...	...
Mexican ... ..	...	...	...	...	1	620
Total	5,235	3,152,383	4,208	2,565,098	3,704	2,512,481

Imports.

Imports.—The customs duties are returned at 517,051*l.* against 514,360*l.* the previous year—a considerable increase, due to the duties upon imports having exceeded those of any previous year—there having been a decrease in the duties on exports, those on iron ore alone by 3,442*l.*

The increase has been upon the following articles.—Machinery, principally from Great Britain; timber, deals, and spars from Sweden, Norway, Finland, and North America, the total amount imported being 56,000 cubic metres, representing 128,000*l.* in value; codfish from Norway, Denmark, Scotland, and France—total 11,150 tons—estimated at 339,000*l.*; spirits exclusively from Germany; and fire bricks, coal, and coke from Great Britain.

The following comparative table shows the imports of foreign coal and coke at this port for the years 1883 and 1884:—

From—	1883.			1884.		
	Coal.	Coke.	Total.	Coal.	Coke.	Total.
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Newport	82,362,450	735,780	83,098,230	71,346,948	1,119,447	72,466,395
Cardiff	778,505	...	778,505	2,331,045	4,987,212	7,258,257
Swansea	1,081,989	...	1,081,989	4,464,476	...	4,464,476
Port Talbot	1,258,287	391,634	1,649,921	1,422,080	339,790	1,762,870
Birkenhead ... ..	...	...	...	397,037	...	397,037
Liverpool	216,253	...	216,253	384,000	...	384,000
London ... ..	...	25,885	25,885	320,000	...	320,000
West Hartlepool	270,800	23,996,667	23,996,667	...	19,083,744	19,083,744
Midland	60,000	22,368,812	22,368,812	1,646,664	11,503,511	13,150,175
Newcastle	5,836,445	35,864,363	39,301,313	4,539,470	45,319,331	49,858,801
Sunderland	208,000	5,698,308	5,896,308	...	6,148,985	6,148,985
Glasgow	1,567,273	2,232,847	3,800,122	812,938	83,077	896,015
Rotterdam ... ..	...	...	...	590,000	...	590,000
Terneuzen	800,000	...	800,000	400,000	...	400,000
	94,034,208	88,944,721	182,978,929	88,074,668	89,067,067	177,781,725

The total import of coal from Gijon was:—

	Tons.
In 1884	16,847
1883	16,691
1882	17,018

The price at this port for native and foreign coal may be thus reckoned:—

						Per Ton.
						s. d.
Newport coal	..	..	..	..	..	8 6
" freight	..	..	..	..	..	4 6
Custom duties (paid by receiver)	..	..	..	..	..	1 0
Total	..	..	..	..	..	14 0

Custom and harbour duties paid by vessel, 2 reals per ton.
Spanish coal from Gijon :—

Harbour dues.

						Per Ton of 1,000 Kilos.
						Reals.
Free on board	..	..	..	..	..	70
Freight	..	..	..	..	..	31
Total	..	..	..	..	..	101 = 19s. 6d.

Custom and harbour duties paid by vessel, 1 real 40 c.

Coal.

Of the total coke and coal imported, 80,292 tons were brought in British vessels, and the remainder, 102,686 tons, under the Spanish flag, in steamers belonging to the owners of the principal iron works at St. Nicholas.

The following table shows the total import trade in British vessels Imports at this port during the year 1884:—

Articles.	Nationality.		Quantity.	Value.
				£
Coal.. ..	England	Tons ..	79,142	
"	Spain	" ..	1,150	
Coke	England	" ..	34,882	
General goods ..	"	" ..	10,364	
"	Belgium	" ..	145	
"	Holland	" ..	540	
Fire-Bricks and clay	England	" ..	9,742	
Machinery	"	" ..	3,129	
Pig-iron and pipes..	"	" ..	758	
Timber	Sweden and Norway ..	Standard	8,220	
"	Russia	" ..	749	
"	United States of America	" ..	500	
Petroleum, crude ..	" .. ..	" ..	..	37,930
Maize	Turkey	Tons ..	1,800	
Beans	Italy	" ..	1,167	
Dry fish	England	" ..	387½	
Sulphur	Italy	" ..	200	
Marble	"	" ..	147	
Cement	England	" ..	504	
Potatoes	"	" ..	21	
"	France	" ..	1,028	
Empty casks .. ..	.. ..	Number	280	

Iron.

The following table shows the comparative output of the principal iron factories in the district for the previous and past year :—

Name.	Quality.	1883.		1884.	
		Tons.	Value.	Tons.	Value.
Sociedad de Altos Hornos	Bar	10,508	105,060	10,017	100,170
Fabrica de hierro y Acero	Pig and castings	28,068	112,264	28,418	88,515
San Francisco	Pig	52,000	182,000	60,000	156,000
Bolneta	Bar	3,010	36,000	1,136	13,632
	Pig and castings	4,044	20,340	2,082	10,820
	Bar	1,377	16,524	about same	
Olaechea and Co.	Pig	1,160	4,640	as previous year.	21,164

Exports.

Exports.—The following table shows the export trade in British vessels during the past year :—

Articles.				Nationality.				Quantity.	
								Tons.	
Wine	..	..	..	To Holland	..	..	..	270	
				France	..	..	..	3,400	
Pig-iron	..	..		Italy	..	..	..	1,800	
				Holland	..	..	..	1,750	
				England	..	..	..	1,771,974	
				Holland	..	..	..	815,210	
				France..	..	..	..	74,540	
Iron ore	..	..		Belgium	..	..	..	44,880	
				Italy	..	..	..	2,750	
				Spain	..	..	..	1,470	
				United States of America..	..	..	..	1,326	
Copper ore	..	..		England	..	..	..	175	

Iron ore.

The following is a return of the export of iron ore during the past three years :—

Year.				Tons.	Value.
					£
1882	..	..	..	3,737,176	2,989,400
1883	..	..	..	3,540,754	2,124,452
1884	..	..	..	3,155,432	2,051,030

The average price during the year of iron ore delivered in the United Kingdom may be estimated at 13s. per ton. Of the total quantity of iron ore exported this year, with the exception of 41,116 tons which correspond to the coasting trade, two-thirds went to Great Britain, and the remainder to Holland, Belgium, Germany, and France.

STATEMENT showing the total Iron Ore shipped from the Port of Bilbao at different Loading Places in the River during the Year 1884.

	Foreign Trade.		Coasting Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Portugalete... ..	483	615,664	18	925	501	616,589
San Nicolas	577	1,051,987	76	16,391	653	1,067,378
„ by lighters	92	118,901	...	...	92	118,901
Franco-Belge Company ...	311	396,680	21	2,224	332	398,904
Luchana Mining Company,						
Orconera... ..	609	917,139	3	118	612	917,257
Zorroza	18	19,270	9	1,533	27	20,803
Olaveaga	34	34,140	16	3,360	50	37,500
Bilbao town—						
Ripa	18	1,751	145	17,245	163	18,996
Achuri ... ..	...	...	8	320	8	320
Total	2,442	3,155,432	296	41,116	2,738	3,196,548

The Port.—The dredging operations in the river have been principally carried on during the year at the Benedicta, opposite Portugalete, almost entirely removing the bank at that point, where formerly loaded vessels often grounded when leaving the port; also between Olaveaga and Bilbao town, removing the shallows, and enabling vessels drawing as much as 15 feet, which had hitherto been obliged to discharge their cargoes at Olaveaga, to come up as far as Uribitarte, within the town, where the principal deposits of timber exist. Other works of improvement, such as the construction of new quays, the prolongation of the solid stone pier at Portugalete on to the bar, as well as the filling in of the various cuttings of the river with the products of dredging operations, have been effected, the total expenditure on these works during the financial year 1884–85 having amounted to 20,000*l*. It may be stated that there has been a notable improvement on the bar since the works began—the steamship “Rivas,” drawing 21 feet, with a cargo of 3,500 tons, having recently left the port during spring tides.

Harbour
works.

SANTANDER.

*Report by Vice-Consul March on the Trade and Navigation of
Santander for the Year 1884.*

SHIPPING.

Shipping.

THE following is a return of British and foreign shipping at the port of Santander in the year 1884:—

Nationality.				Ships.	Tonnage.
British	..	..	..	138	104,499
Foreign	..	..	..	688	500,342
Total	..	..	..	826	604,841

BRITISH Ships from and to British Ports in 1884.

ENTERED.

Number of Vessels.			Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
95	3	98	54,624	1,513	56,137

CLEARED.

Number of Vessels.			Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
19	2	21	8,918	937	9,855

BRITISH Ships from and to Foreign Ports in the Year 1884.

ENTERED.

Countries whence Arrived.	Vessels.			Tonnage.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
France	15	8	23	29,800	5,000	34,800
United States	9	..	9	8,800	..	8,800
Spain	1	3	4	442	1,263	1,705
Holland	3	..	3	2,287	..	2,287
Belgium	1	..	1	770	..	770
Total	29	11	40	42,099	6,263	48,362

CLEARED.

Countries whither Proceeding.	Vessels.			Tonnage.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Spain	16	88	109	29,860	53,100	82,900
United States ..	6	..	6	6,200	..	6,200
Portugal .. ..	..	2	2	..	2,260	2,260
France .. ..	..	1	1	..	1,473	1,473
Total	22	91	113	36,000	56,833	92,833

FOREIGN Ships at the Port of Santander in the Year 1884.

Nationality.				Ships.	Tons.
Spanish .. ..	..	..	..	247	280,166
French .. ..	..	..	..	256	184,412
Norwegian .. ..	..	..	..	72	24,590
Belgian .. ..	..	..	..	66	40,622
Mexican .. ..	..	..	..	21	52,000
Dutch .. ..	..	..	..	6	3,152
Total .. ..	..	..	..	668	534,942

EXPORTS.

The only foreign exports from Santander of any consideration in 1884 were:—

Articles.				Quantity.	
Iron ore to England ..	..	..	Tons ..	20,966	
„ France .. ..	..	..	„ ..	492	
Copper ore to England ..	..	..	„ ..	590	
Wine to France .. ..	..	..	Gallons ..	191,400	
Olive oil to France ..	..	..	Lbs. ..	71,900	

IMPORTS.

It is an important fact that for some years past Great Britain has had to compete with France, Belgium, and Germany under great disadvantages. Favoured by treaties, whilst British trade had to face the obstructiveness by which the Spanish Government sought to exact from ours concessions to that of Spain, the exports of those countries have increased in an extraordinary manner. The next table shows the amount of foreign exports to Spain through the Custom-house of Santander in 1884:—

Articles.	Weights and Measures.	From Great Britain.	From France.	From Belgium.	From Germany.	From Austria.	From United States.	Total.
Stone, marble, potter's clay	Tons	725	603	42	987	..	..	2,362
Coal and coke	..	74,800	..	..	..	..	..	74,800
Tar, pitch, petroleum	..	3,800	.. 300	.. 84	.. 42	..	..	7,826
Glass of all kinds	Libs.	230,000	100,000	450,000	97,000	..	3,600	877,000
Earthenware and porcelain	..	88,000	42,000	180,000	37,000	..	..	347,000
Iron and steel in all their applications, except railway material	..	4,600	500	7,700	360	..	..	13,160
Iron and steel, railway material	Tons	..	..	1,500	8,300	..	..	9,800
Copper and its alloys, zinc in ingots, blocks, bars, sheets, and in manufactured objects	..	300	200	60	170	12	..	742
Needles and cutlery	Libs.	11,000	700	15,000	22,000	..	..	48,700
Chemicals and vegetable oils	..	3,900,000	130,000	236,000	880,000	..	..	1,686,000
Colours, dyes, ochres, varnishes	..	170,000	600,000	160,000	210,000	..	..	1,140,000
Soap, perfumery, stearine, wax, sperm, starch	..	640,000	11,000	680,000	330,000	..	..	16,610,000
Cotton, raw	..	260,000	..	..	..	..	..	260,000
" spun and wove	..	270,000	16,000	12,000	46,000	..	..	344,000
Flax, hemp, raw and spun; cordage	..	3,100,000	1,100	143,000	12,600	..	..	3,256,700

Articles.	Weights and Measures.	From Great Britain.	From France.	From Belgium.	From Germany.	From Austria.	From United States.	Total.
Linen textiles	Lbs.	130,000	9,700	24,000	53,000	..	..	206,700
Woolen textiles.. ..	"	230,000	380,000	16,000	93,000	..	..	769,400
Silk tissues	"	9,600	8,600	12	3,600	..	..	21,712
Paper in all its applications, stationery	"	230,000	23,000	460,000	1,190,000	..	..	1,908,000
Furriers and leather dealers' wares ..	"	216,000	102,000	12,000	87,000	..	..	418,000
Animal fete, guano	"	300,000	52,000	45,000	36,000	..	..	4,000
Machinery, apparatus, instruments ..	"	1,490,000	460,000	570,000	430,000	..	..	2,930,000
Alimentary substances, groceries, sugar principally	"	7,580,000	2,530,000	550,000	4,800,000	1,200,000	..	16,660,000
Fancy goods, buttons of amber, bone, ivory, tortoiseshell, mother-of-pearl, silk, games, toys, card-cases, &c. ..	"	15,600	15,000	15,000	160,000	86	..	205,686
India-rubber, gutta-percha, tarpanilins, oil-cloths	"	160,000	6,600	1,100	20,000	..	..	187,700
Alcohol, wine, beer, principally the former	Gallons	6,000	10,000	257,000	370,000	..	..	643,000

TURKEY.

BAGHDAD.

Report by Consul-General Tweedie on the Trade of Baghdad for the Year beginning March 12, 1884, and ending March 12, 1885.

Chief articles
of import.

It is impossible to submit detailed returns of the goods imported into Baghdad during the period of report. The following table shows approximately what such goods consisted of—the articles being catalogued in order, as far as can be gathered, of the extent as gauged by value, to which the importation of the several commodities has reached:—

Goods.	Places from which chiefly Imported.	Remarks.
Piece goods, sal ammoniac, copper, logwood, copperas, candles, alum, iron, tin, coal, glass, and crockery	England ..	{ Copper, 30,000 <i>l.</i> per annum imported.
Coffee, pepper, ginger, turmeric, cardamoms, and cinnamon	Malabar coast ..	{ Loaf sugar : very large trade principally for export to Persia.
Loaf sugar, quicksilver, cochineal, and embroidered manufactures	Marseilles ..	{ Embroidered manufactures of Lyons.
Sugar, spelter, sugar candy, tea, embroidered goods, cloves, and lead	India and China	
Indigo	Calcutta.. ..	{ Large business done in indigo of late years. Money value never less than 15,000 <i>l.</i> to 20,000 <i>l.</i> per annum.
Henna, tobacco, and dry limes ..	Persian Gulf ..	
Opium, silk, carpets, and saffron..	Persia	
Galls, mohair, and wool	Mosul and Persia	
Candles	Holland.. ..	
Window glass	Belgium	

Situation of
Baghdad.

In connection with the subject of imports the following remarks suggest themselves:—First as regards the town of Baghdad: this is situated in lat. 33° 19' 40" N., and long. 40° 25' E., two-thirds on the left and the remainder on the right, or Mesopotamian, bank of the Tigris.

In round numbers Baghdad is 40 days' journey for laden caravans from the Mediterranean seaports. In from four to six days steamers pass down the Tigris and Shattu 'l Arab (or united Tigris and Euphrates) to Bussorah, which is situated on the Shattu 'l Arab (river of Arabia), not far from the head of the Persian Gulf. Goods and passengers reach it from Bombay in about 18 days, with only one transshipment, namely, from ocean to river steamer at Bussorah. Merchandise consigned to it from England is delivered at its Custom-house in about 40 days' time, undergoing transshipment, necessarily at

least, at the same port only. A weekly English post for letters and parcels connects it with Bombay. The local government maintains a weekly letter post between it and Beyrout, and the British Consulate a similar one. The route is by dromedary to Damascus, across a dry and unpopulated desert, and thence by mail cart over a good road to Beyrout. Letters pass in this way between Baghdad and Constantinople in about 19 days. Parcels cannot be trusted to these posts for fear of the bags being pillaged by the nomadic tribes met with by the way.

The population of the ancient city probably exceeds 100,000, and falls short of 120,000 souls: Arabs, Turks, Kurds, Turkomans, Syrians, Jews, Persians, Indians and Armenians, besides Europeans, are numbered among its inhabitants. The Government is still of the robust and personal type, though much tempered by references from Constantinople, by local imitations of certain of the institutions of Europe, and by the character and condition of the diverse races subject to it. The Wali Pasha, or Governor-General, is appointed of course from Constantinople. Municipalities have been set at work. The courts of justice have been reorganised more or less on the European model: they are mostly presided over not by one judge, but by benches, containing representatives both of the Muslim and non-Muslim communities. British and German residents live under the protection of Her Britannic Majesty's Consulate-General. France, Russia, and Persia maintain each its own Consulate on behalf of its subjects and their affairs. Cases in which both parties are subjects of the same foreign Consulate are heard and determined in such Consulate. When the plaintiff lives under one Consulate, and the defendant under another, it is in the latter that justice has to be sought. Ottoman subjects can be proceeded against only in the Osmanli Courts, and when the plaintiff is, for example, a British merchant, especially one at a distance, he usually finds it very tedious, with all that can be done to help him by his Consulate, to obtain redress. This is alluded to here because British merchants have sometimes written, or telegraphed, to this Consulate, asking for measures to be taken on behalf of a Baghdad correspondent, such as H.E. the Wali himself could not adopt. Jurisdiction, both civil and criminal, is claimed by the Ottoman Courts over all foreigners resident in Baghdad. There are many advocates, or pleaders, settled in the town, both Muslim and Christian. Some of these have a fair knowledge of Ottoman law and procedure, and are good members of their profession. Along with many traders of substance and respectability, Baghdad has sometimes contained others little better than adventurers posing for a time as merchants. This fact, taken in connection with the difficulties inseparable from litigation in so remote a place, should make European houses cautious before entering into correspondence with unknown firms in Baghdad.

Outside the town, a wide expanse of almost virgin soil for the planting of articles of European origin or manufacture is perceived directly. It is evident, too, that the borders at least of this field are gradually being taken possession of by the importers of commodities. Multitudes of human beings not ill off for money, distributed between the head of the Persian Gulf and the Mediterranean, still eat with their fingers from wooden platters, or from the ground; carry on their intertribal combats with rude spears of their own fashioning; and tell the time by a glance upward at the heavens. But it is observed that when these nomads approach towns like Baghdad, to buy their year's supply of dates, they are very ready

to possess themselves of delf ware and knives and forks, deadly weapons of European manufacture, watches made expressly for exportation, and other things unknown to their fathers. One of the features of the shop fronts in towns like Kurbala, bordering on the desert, are rows upon rows of the identical zinc tubs in which the morning ablutions are performed under such difficulties in English bedrooms. On inquiry it appeared that these are being "pushed" in quite a new character in the localities indicated, and are bought in large numbers by the wandering Arabs to serve them as feeding troughs in place of the mighty platters of wood in which from time immemorial the tent supper, consisting of a chopped sheep or two, has been served. Household utensils of a still humbler order are also finding their way as soup tureens into the homes of the settled Arabs.

Leather.

A curious thing is that hardly any English leather seems to be imported into Baghdad. The natives, of course, use the indigenous article, which is of a superior kind. But the Ottoman officials and soldiery find work for a large number both of saddlers and bootmakers, and these seem to draw all their supplies of European raw material from France. From the same quarter comes quantities of ready-made boots and shoes of patent and other leathers.

Imports from Europe.

Of the European goods imported into Baghdad a certain portion is passed on without break of bulk—partly by caravans traversing the desert via Aleppo to Damascus, and partly via Bakûba and Kirmanehah to Ispahan and Tehran. The former consignments are said to consist chiefly of tobacco, carpets, silks, shawls, handkerchiefs, and drugs, and the latter of Manchester goods, chintzes, sugar, coffee, spices, iron and glassware.

The Jews are the largest traders in Baghdad, but there are also many native Christian and Muhammadan merchants.

British firms.

The following European firms have either their headquarters or branches here, and beside those noted there are one or two others of less importance, chiefly Greek :—

Name of Firm.	Nationality.
Messrs. Stephen Lynch and Co.	} British.
„ Darby, Andrewes and Co.	
„ Muir, Tweedie and Co..	
Mr. Julius Weber	Swiss.

Exports.

Turning next to exports, Appendix A shows the export trade between Baghdad and Europe, and Appendix B that between Baghdad and India, during period of report. In the former table, as was to be expected, wheat, barley, wool, and dates are conspicuous.

Agriculture.

The soil of Mesopotamia is extraordinarily fertile. In spring it is covered, for the most part, with nutritious natural grasses in endless variety. At all seasons a few showers will turn its brown surface green. The Tigris and Euphrates present great facilities to cultivators, and between September and March crop after crop of beans, wheat, and barley are raised by means of irrigation all along the banks of those and other rivers. If ever the Ottoman Government should have funds to spare for the construction of canals in this portion of its dominions, the yield of the cereals and increase of trade and population would be enormous.

The natural advantages of the Pashalik, from a pastoral point of view, are equally noteworthy. Some years ago a European firm in Baghdad, under the protection of the French Consulate, invested

capital in the raising of wool on their own account. But the uncertainty of the rainfall and food supply, as well as the numerous difficulties which in Eastern countries always impede rural enterprises attempted by Europeans, interfered with success, and after lingering till the other day on a reduced scale the attempt alluded to has died out.

Owing to the export trade of the town all passing down the Tigris, with but trifling exceptions, in river steamers for transshipment, chiefly at Bussorah, to ocean steamers taking it through the Suez Canal, and to the shipping business at Baghdad being nearly altogether in the hands of our two principal British firms here, acting partly as exporters on their own account, and still more largely as shippers on commission for others, it has been easy to obtain returns of exports independently of the local Custom-house.

Two lines of river steamers take the trade of Baghdad down the Tigris. One of these (Messrs. Lynch's), limited to two steamers only, runs under an old and valued concession granted by the Sublime Porte, carrying Her Majesty's Indian mails. The other, called the Oman Ottoman Administration, is under the management of the Ottoman Government, and maintains a fleet of five steamers, which have been greatly improved during the year of report, and are at present running with regularity and despatch. River navigation.

The native sailing crafts which take grain and dates to Bussorah can pass down the Tigris only when the river is high. With steam navigation to contend against, the day for traffic of this description may be considered past.

European merchants residing here say that trade has shown of late recent years a marked tendency to increase. To dwell on the causes which obstruct its further development would be to cross the line separating the commercial from the political; but the close connection between a sound Customs administration and the healthy flow of trade is too constantly forced on one's notice in Baghdad to be left with propriety out of view in submitting a report like this.

Appendix A.—List of Exports from Baghdad to Europe from
12th March, 1884, to 12th March, 1885.

Description.				Number of Packages.	Weight.	Value.		
					Cwts.	£	s.	d.
Wool	Bales	..	..	16,000	42,000	144,000	0	0
Mohair .. ..	"	..	..	900	2,700	15,000	0	0
Carpets .. ..	"	..	..	750	2,812	20,000	0	0
Skins and hides ..	"	..	..	250	670	4,500	0	0
Wheat	Bags	..	..	150,000	262,500	78,750	0	0
Barley .. ..	"	..	..	2,000	3,000	600	0	0
Seeds .. ..	"	..	..	6,000	9,000	2,500	0	0
Dates	Skins	..	..	30,000	80,000	30,000	0	0
"	Cases	..	..	6,000	3,000	1,125	0	0
"	Bags	..	..	1,000	1,500	562	0	0
Galls .. ..	"	..	..	9,000	15,750	35,000	0	0
Gum	Cases	..	..	2,500	4,375	20,000	0	0
"	Bags	..	..	1,000	1,500	3,000	0	0
Tobacco .. ..	"	..	..	1,000	850	1,500	0	0
Ghee	Cases	..	..	500	375	500	0	0
Intestines	Barrels	..	..	300	900	3,000	0	0
Miscellaneous .. ..	..	..	..	250	300	313	0	0
Total .. ..	..	..	..	..	..	360,350	0	0

Appendix B.—List of Exports from Baghdad to India from
12th March, 1884, to 12th March, 1885.

Description.				Number of Packages.	Weight.	Value.		
					Cwts.	£	s.	d.
Carpets	Bales	..	..	10	4	500	0	0
Cotton .. ..	"	..	..	86	108	190	0	0
Galls	Bags	..	..	641	1,120	3,000	0	0
Seeds .. ..	"	..	..	1,520	2,200	300	0	0
Fruits .. ..	..	..	..	681	1,220	1,600	0	0
Ghee .. ..	..	..	..	2,567	2,100	3,400	0	0
Drugs .. ..	..	..	..	239	300	1,400	0	0
Total .. ..	..	..	..	..	..	10,390	0	0

British Consulate-General, Baghdad, November 23, 1885.

COMMERCIAL. No. 5 (1886).

(TRADE REPORTS.)

REPORTS

FROM

HER MAJESTY'S CONSULS

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THEIR

CONSULAR DISTRICTS.

PART II.

*Presented to both Houses of Parliament by Command of Her Majesty,
APRIL 1886.*

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EGYPT.

SUEZ.

Report by Consul West on the Trade, Commerce, and Navigation at Suez in the Year 1885.

THERE appears to have been a slight improvement in the amount of traffic at the port of Suez in the course of the year ended 31st December, 1885, but as the Custom-house returns are not yet published, it is impossible to state positively whether, or to what extent, such apparent improvement was realised.

The increase in the value of wheat, &c., has caused an attempt to be made to import wheat from India into Egypt, but whether the result will prove sufficiently remunerative to induce larger consignments is still uncertain. Bread stuffs.

The importation of jute gunny bags, used in the conveyance of produce from the villages in Lower Egypt, is increasing, and these bid fair to become a regular article of import from India. These gunny bags are landed at Suez, whence they are sent to the villages in Lower Egypt as required. Jute gunny bags.

The importation of indigo, chiefly from Madras, exceeds in value that of any other article of produce whatever imported at Suez, and in the year 1884 amounted to the sum of 280,000*l.*, while of exports the largest value of any single article in that year, viz., elephants' tusks, did not exceed 150,000*l.* Indigo.

RETURN of Principal Articles of Export from Suez during the Years 1883 and 1884.

Articles.	Value.	
	1884.	1883.
	£	£
Animals and animal products	26,000	171,500
Vegetable products, corn, pulse, rice, fruit, oil, wine, spirits, &c.	26,450	11,000
Colonial produce—coffee, tea, sugar, tobacco, spices, and preserves	4,800	..
Dyes, principally indigo and perfumery	4,100	900
Manufactures or bale goods	9,900	33,200
Other articles	71,410	130,600
Total	142,660	347,200

**RETURN of Principal Articles of Import to Suez during the Years
1883 and 1884.**

Articles.	Value.	
	1884.	1883.
	£	£
Animals and animal products	30,800	1,960
Vegetable products, corn, pulse, rice, fruit, oil, wine, spirits, &c.	35,200	11,500
Colonial produce—coffee, tea, sugar, spices, pre- server, tobacco, &c.	258,700	168,250
Dyes (principally indigo) and chemicals	302,950	357,800
Manufactures or bale goods	80,800	20,100
Coals, wood and wood-work	10,009	9,600
Other articles	33,250	134,050
Total	751,800	698,500

The value of articles exported and imported is calculated at the rate of 97½ Egyptian piastres per pound sterling, the figures representing units and tens being struck off and replaced by ciphers.

TABLE showing the Total Value of all Articles Exported from Suez and Imported to Suez from Foreign Countries during the Years 1883 and 1884.

Countries.	Exports.		Imports.	
	1884.	1883.	1884.	1883.
	£	£	£	£
England and British Possessions	27,400	165,550	434,300	465,000
Massawah and Sawakin	36,200	..	36,900	..
Turkey and Ottoman Dominions	67,500	124,600	212,900	164,000
Persia .. .. .	..	..	8,100	..
France and Algeria	60	20	12,800	15,000
Austro-Hungary	120	20	17,000	15,500
Italy .. .. .	..	40	2,200	2,000
China and Japan	270	..	6,600	..
Other countries	11,110	56,970	21,000	47,000
Total	142,660	347,200	751,800	698,500

It will be observed by the foregoing returns that there was a considerable falling off in the total value of exports in the year 1884; this was caused by a large reduction, amounting to more than 140,000*l.*, in the value of ivory and ostrich feathers exported.

SHIPPING AND NAVIGATION.

The number of vessels having transactions with the port of Suez in the year 1885 was in excess in that of the preceding year.

Casualties.

The casualties reported at the Consulate were also in excess of those reported in 1884, numbering 17, many of which necessitated only slight repair, while on six occasions they resulted in no detention whatever to the vessels at Suez.

12 vessels delivered coals at Port Ibrahim Dock to the extent Coals. of 25,000 tons in the course of the year, and it is here necessary to remark that these coals are deposited at Suez for the use of steamers navigating the Red Sea and the Canal, and are not recorded under the head of imports, as no duty is levied on any portion of them unless brought to Suez for consumption.

A small beacon light has been established in the creek or channel Harbour leading to Suez for the convenience of steam tugs and launches plying lights between Suez and the roadstead.

RETURN of all Shipping at the Port of Suez in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British vessels	386	685,460	386	685,460
Egyptian vessels, Khedivial	116	69,600	116	69,600
French vessels, Messageries Maritimes	78	156,000	78	156,000
Austrian vessels, Austrian Lloyd's	72	108,000	72	108,000
Italian vessels, Florio	60	90,000	60	90,000
Rubattino
Total	712	1,099,200	712	1,109,000
Total for the year preceding	672	1,021,000	672	1,021,000

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British vessels	385	683,600	385	683,600
Egyptian vessels, Khedivial	116	69,600	116	69,600
French vessels, Messageries Maritimes	78	156,000	78	156,000
Austrian vessels, Austrian Lloyd's	72	108,000	72	108,000
Italian vessels, Florio	60	90,000	60	90,000
Rubattino
Total	711	1,097,200	711	1,097,200
Total for the year preceding	672	1,021,000	672	1,021,000

AGRICULTURE.

The levelling and irrigation of the Desert continue, and the extent of land brought under cultivation is gradually increasing: several hundred acres are already productive, and although the attempt to cultivate has failed in some places, the work of reclaiming the Desert is pursued with unabated vigour in other directions.

POPULATION AND INDUSTRIES.

There is no apparent increase in the population of Suez: there seems to be a larger number of deaths. There is certainly more sickness in the

place than there used to be. The number of Europeans increases slightly, but this is, I think, chiefly attributable to the presence of the British troops in hospital or camp. Possibly the next census may show a slight increase in the number of native inhabitants, but this will, I think, be attributable to the increased demand for all the necessaries of life caused by the occupation.

PUBLIC WORKS.

Under this head there is nothing to report upon at Suez, unless it be with reference to the Suez Canal, the work of widening which is progressing slowly.

Suez Canal.

Owing to the reduction in the rates and charges, although the year ended 31st December, 1884, showed an increase of 23 ships and 286,880 tons (gross tonnage) over the preceding year as having passed through the Canal, there was a falling of about $\frac{1}{4}$ per cent. in the dividend allotted to shareholders on the paid-up capital. In the year 1885 the number of ships and tonnage showed a further increase respectively of 840 ships and 665,444 tons (gross measurement), but the net profit and the amount of dividend to be distributed among the shareholders will not be published before the end of June, 1886. The dividend for the year 1884 amounted (including the statutory 5 per cent. on each 20*l.* share) to 3*l.* 9*s.* per share, or about 17 $\frac{1}{4}$ per cent. on the paid-up capital, equal 3 $\frac{1}{2}$ per cent. on the present value of the shares.

GENERAL REMARKS.

Beyond the occasional but fitful expression of a belief on the part of the more influential natives that in some way or other, of which they have no well-defined notion, the government of the country is going to be entirely in the hands of the English, there is no evidence of a wish or expectation on their part. They appear to be satisfied that there is a great improvement in the present state of the country in many, if not in every respect; and while they cannot be expected to look with complacency on the prospect of being ruled by foreigners of a different creed to their own, there is no outward show of any dread or even dislike to the prospect of our rule, so long as it does not affect their religious and social institutions, among which, however, must be included their right to possess slaves, to which they are as strongly attached as ever.

Suez, February 22, 1886.

FRANCE.

CHERBOURG.

Report by Consul The Hon. H. P. Vereker, LL.D., on the Trade and Commerce of the Departments of La Manche, Ille et Vilaine, and Sarthe for the Year 1885.

DEPARTMENT OF LA MANCHE (CHERBOURG).

THE cessation in July, 1885, of the service of the steamers which, Preliminary. in connection with the Great Western Railway, carried passengers and a large quantity of goods between Weymouth and Cherbourg, has necessarily disarranged the trade of this port during the latter part of the year, and has caused some reduction in the number of steamers employed; the consequences are, however, much less than might have been anticipated, and I imagine will be only temporary, for the commerce is now on an enlarged and substantial basis, and it is to be presumed that new facilities will be discovered for carrying it on.

RETURN of all Shipping at the Port of Cherbourg in the Year 1885. Shipping.

ENTERED.

Nationality.	With Cargoes.		In Ballast.		Total.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
British	511	138,943	133	22,635	644	161,578
French	27	3,060	6	225	33	3,285
German	46	84,438	...	...	46	84,438
Swedish and Norwegian	27	10,710	...	...	27	10,710
Russian	20	6,504	...	...	20	6,504
Other countries	5	1,657	...	...	5	1,657
Total 1885	636	245,312	139	22,860	775	268,172
„ 1884	811	255,581	117	17,467	928	273,048

CLEARED.

Nationality.	With Cargoes.		In Ballast.		Total.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
British	534	143,684	103	17,359	637	161,043
French	7	242	57	6,479	64	6,721
German	43	83,532	3	906	46	84,438
Swedish and Norwegian	1	347	29	10,881	30	11,228
Russian ... ..	...	...	20	6,963	20	6,963
Other countries ... ..	...	...	5	1,657	5	1,657
Total 1885	585	227,805	217	44,245	802	272,050
„ 1884	717	224,525	221	47,963	938	272,488

N.B.—These returns are derived from Custom-house entries, which do not distinguish steamers from sailing vessels.

Imports. **RETURN of the Principal Articles of Import to Cherbourg during the Year 1885.**

Articles.	Quantities in Tons.	
	1885.	1884.
Cement, Portland .. ..	..	1,968
Coal	45,078	40,719
Cotton manufactures.. ..	56	..
Drainage pipes	1,048	1,336
Fish, fresh	1,198	1,470
Guano and other manures	999	7,444
Iron, sheet	283	292
Machinery, agricultural	53	52
Tin, block	680	1,436
Wheat.. ..	..	152
Wood : planks, beams, &c.	24,470	24,328
Other articles.. ..	1,915	1,412
Total	75,775	80,659

N.B.—There are no means of determining at this port the values of imports and exports, such values not being declared.

Exports. **RETURN of Principal Articles of Export from Cherbourg during the Year 1885.**

Articles.	Quantities in Tons.	
	1884.	1885.
Barley	255	569
Basket work	141	243
Boots and shoes	62	100
Butter	12,101	12,113
Chestnuts and walnuts	214	861
Coals	1,699	..
Eggs	2,640	3,701
Flour, wheaten	98	..
Fruit, fresh	480	1,957
Guano	2,800	..
Meat, fresh	107	147
Oxen and cows	119	107
Paris articles	188	548
Potatoes	3,869	4,853
Sheep	66	107
Vegetables	1,385	1,227
Wines, in casks and bottles	284	466
Woollen manufactures	429	404
Yarn, flax, and hemp	158	334
Other articles	1,833	3,568
Total	28,383	31,310

In the general results the foregoing tables show the trade of Cherbourg to be fairly steady; there has been no noticeable reduction in the tonnage of ships, and the small diminutions in some articles of import and export are fully accounted for by the cessation of the service of the Weymouth steamers. Had it not been for this cause, it is certain that the trade of last year would have shown a substantial increase over that of the previous year. Those steamers have been an important factor in leading to the augmentation of commerce noted for some years in these reports, and it is to be hoped that either the service will be again undertaken, or that some alternative means will be found to accommodate the necessities of the traffic; nevertheless, inasmuch as new sources of trade have been profitably initiated, extended fields placed under contribution for production, and commerce diverted from other points to this port as being more advantageous, it is not likely that for many years, if ever, the Cherbourg trade will lose the advantages which it lately acquired.

The withdrawal, even were it temporary, of the principal means by which the commerce with Cherbourg was carried on is so important as regards the present, and especially the future, of trade, that some brief remarks on this collapse may not be inappropriate, the observations being based on matters of public notoriety. The establishment of a line of steamers between Weymouth and Cherbourg was suggested by me, in connection with the French International Exhibition in 1878, to the Great Western Railway Company and the Western of France Railway Company, and accepted by them in principle, but the arrangements were not completed till August in that year. The idea was at first to have daylight passages mainly for passengers; however, in the lateness of the season merchandise was found to pay better, and the line was transformed into a nightly service both ways. A berth was made for the steamers in the outer port, connected by tramway with the railway station, and having steam cranes for the loading and discharge of cargo; facilities for entry and exit had been obtained by dredging, and at the time the service ceased, permission had been granted to erect a landing-stage projecting over the water, which would have enabled the steamers to come alongside in almost any state of the tide. Meantime, the number of passengers carried was steadily augmenting, and amounted to several thousands yearly; fair and valuable cargoes of goods were brought from England, and exports were so largely supplied that, in the busy shipping season, space could not be found for all the merchandise offering. There seemed to be here the elements of a successful undertaking. The main causes of the breakdown may be summarised as follows:—Both railway companies had made concessions to promote the traffic; it was represented to the Western of France Company that, though by those arrangements the trade of Cherbourg benefited, the carriage of goods was thus diverted from Granville, Havre, Honfleur, and other points served by the same company, and also that they carried those goods over the longer instead of the shorter routes without corresponding benefit. These arguments, though influentially put forward, appear fallacious, and at best only apply to a portion of the traffic; for much of it was new, springing from the facilities afforded by the steamers, and was not diverted. On the other hand, the Great Western steamers employed were mostly flat-bottomed vessels, formerly on the Waterford and Milford Haven line; they were intended for large numbers of passengers, who could not be expected on this route at present; they had expensive crews, and burned much coal—altogether, they were economically unsuited to the special trade of this port; and, besides, they had been unfortunate, one being lost and others

Cherbourg
trade, general.

Weymouth
line of
steamers.

meeting with accidents of various kinds. The Western of France Company appears to have been swayed by these different considerations, and, under the impression that it was losing indirectly on its railway, was opposed to a joint purse and the uncertain element of losses on the steamers, and terminated the agreement.

Prospects of
new
steamers.

The collapse of those arrangements between the two companies after seven years' trial having arisen, not from want of business, but from extraneous circumstances, far from discouraging similar attempts in the future, seems rather to persuade to develop the trade by further enterprise, and to indicate that a suitable line of daily steamers from one of the south of England ports, with sufficient accommodation for about 25 passengers, and cargo space fitted for the exports from this, might, if established on a proper basis, be profitable as a commercial undertaking, and could well be tried at this time when steam shipping is so depressed.

L. and S. W.
steamers.

At present the only regular line of steamers from England to Cherbourg is the London and South-Western Railway Company's via Southampton; five steamers run weekly, three being for passengers and goods both ways, and two for goods only from Cherbourg.

Imports of
fish.

Uncertainty exists as to the power of importing fresh fish to France in British bottoms, and inquiries on the subject often reach this Consulate; it seems, therefore, advisable to remove the doubts which prevail: the customs tariff imposing a duty of 5 fr. on 100 kilos. (220 lbs.) of fresh fish imported from foreign countries sanctions the importation of such fish in British bottoms, and my reports show that the imports of fresh fish at Cherbourg in British steamers have been as follows in the past five years:—

						Tons.
1881	..	..	..	..	..	997
1882	..	..	..	..	..	1,077
1883	..	..	..	..	..	1,215
1884	..	..	..	..	..	1,470
1885	..	..	..	..	..	1,198

Those imports have been for the interior and Paris markets, and do not involve the objections which would be raised if fresh fish were imported in British vessels for consumption at the port of importation, for French fishermen would then complain that their means of livelihood were being interfered with.

Dredging.

A considerable amount of dredging has been accomplished in the last six months in the outer port and the channel leading thereto from the roads; the mud has been removed throughout a great portion, and arrangements have been made, by diving bells and other contrivances, for further deepening by removing the rock which forms the lower bed of the outer port.

New draw
bridge.

A large iron drawbridge has been erected at the entrance of the commercial basin; it is worked by hydraulic pressure on a pivot in such manner that, when open, it frees both entrances to the basin—one for vessels coming in, the other for those going out.

Entrance to
commercial
basin.

The new deep entrance to the commercial basin is so far advanced that it is confidently predicted it will be open before the end of this year: when completed it will be of great advantage to the shipping interest, as it will enable vessels of deeper draught and larger beam than heretofore to enter the basin, and will prevent the constantly recurring necessity of partly discharging vessels in the roads.

Savings
banks.

The deposits in the Cherbourg savings bank have increased as follows in the past five years, exchange 25 fr. per pound sterling:—

January 1, 1882, amount in deposit	..	..	£ 222,248
" 1883, "	..	..	293,812
" 1884, "	..	..	314,662
" 1885, "	..	..	350,202
" 1886, "	..	..	378,795

The post office, departmental, and other local savings banks have likewise had their deposits largely augmented.

DEPARTMENT OF ILLE ET VILAINE (SAINT MALO).

Lieut.-Col. Vice-Consul MacGregor reports as follows on the trade of St. Malo in 1885 :—

Trade of St. Malo.

RETURN of all Shipping at the Port of St. Malo in the Year 1885.

Shipping, St. Malo.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ..	156	20,164	679	147,077	835	167,241
France ...	70	7,449	...	...	70	7,449
Other countries ...	25	5,854	1	352	26	6,206
Total ...	251	33,467	680	147,429	931	180,896
„ for 1884...	...	...	...	...	886	178,578

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	122	10,341	425	93,763	547	104,104
France ...	13	607	...	...	13	607
Other countries ...	7	1,186	...	...	7	1,186
Total ...	142	12,134	425	93,763	567	106,897
„ for 1884...	...	...	...	...	566	181,258

RETURN of Principal Articles of Export from St. Malo during the Year 1885.

Exports, St. Malo.

Articles.	1885.		1884.	
	Quantity.	Value (in Sterling).	Quantity.	Value (in Sterling).
	Tons.	£	Tons.	£
Barley	25,459	Un- known.	12,448	Un- known.
Butter	6,037	..	8,115	..
Potatoes	6,641	..	6,224	..
Total	38,137	..	26,787	..

Imports,
St. Malo.RETURN of Principal Articles of Import to St. Malo during the
Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value (in Sterling).	Quantity.	Value (in Sterling).
	Tons.	£	Tons.	£
Coal	181,697	Un- known.	167,805	Un- known.
Iron, pig	7,123		8,785	
Pitch	2,931		2,069	
Total	191,751	..	178,159	..

The Vice-Consul mentions that the values of exports and imports cannot be ascertained, as the Custom-house authorities do not supply that information.

DEPARTMENT OF SARTHE (LE MANS).

Trade of Le
Mans.

Mr. Vice-Consul de Veuille reports as follows on the trade of Le Mans in 1885:—

Exports, Le
Mans.RETURN of Principal Articles of Export from Le Mans during the
Year ended 31st December, 1885.

Articles.	Measures.	1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Grain	Quarters..	137,140	240,000	177,140	310,000
Flour	Sacks ..	..	..	12,400	31,000
Seed	" ..	10,000	40,000	15,000	60,000
Fruit .. ..	" ..	..	7,000	..	9,000
Eggs	Dozen ..	230,000	14,000	320,000	16,000
Poultry .. ..	" ..	..	34,000	..	38,000
Other articles .. ..	" ..	..	5,000	..	5,000
Total .. ..	..	..	340,000	..	469,000

Imports, Le
Mans.RETURN of Principal Articles of Import to Le Mans during the
Year ended 31st December, 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	21,400	32,000	22,700	34,000
Metals .. ..	..	12,000	..	18,000
Other articles .. ..	..	10,000	..	15,000
Total .. ..	..	54,000	..	67,000

Cherbourg, February 26, 1886.

HAVRE.

Report by Consul-General Bernal on the Trade, Commerce, and Navigation of Havre, and the District of the Consulate-General for the Year 1885.

THE picture drawn by me of the state of commercial affairs at Havre during 1884, would only require the shadows to be deepened in intensity to serve for that of last year. As time goes on, so does the change in the nature of the business transacted here, of which I have spoken in previous reports, and the cry of no profits, is heard on all sides. Then, again, nowhere could the bad points of excessive centralisation be more clearly exemplified than at Havre. Throttled by want of sufficient railroad communication, and by excessive rates of transport on the one hand, and by (until lately) insufficient dock accommodation, and the absence of the modern appliances connected therewith on the other, it sees rival ports more favourably situated in these respects, or less hampered by administrative trammels, increasing in importance, in some cases, at its expense. It may not be too late for Havre to preserve its present rank, or to regain some of its lost trade; but if it is to do this, and to obtain any share of the increased business which will result from the opening of the Panama Canal, whenever that work shall be completed, it will be necessary that more attention to and energy in supplying the different requirements of its commerce should, on all sides, be displayed, and that the Commissions of Inquiry which succeed one another should, once for all, arrive quickly at a conclusion as to the works and improvements which it is advisable should be executed.

It is, of course, far more agreeable to keep one's eyes shut to any blots which may mar or check the current of individual, or local life and interests, but it is quite a wrong policy to do so from the very point of view of those interests themselves, and when I state that the tonnage of shipping entering the port of Havre, after having year by year increased up to the end of 1883, slightly fell off in 1884, and, excluding the coasting trade, which is confined to French vessels, decreased to the extent of 75,000 tons in 1885, it will surely be admitted that such a fact is pregnant with warning to all who are interested in the prosperity of the port.

Of the two new lines of railroad conceded to the Western Railway Company, the one from Havre to Dieppe, with branches to Etretat and Fecamp, was declared of public utility by the law of the 17th August, 1885, and the other from Pont-Audemer to Port Jerome, by a tunnel under the River Seine, is dependent on the result of soundings which are being made in regard to the latter. It will, I fear, be yet a long while before Havre enjoys the benefit of these two lines.

The western half of the 9th, or Bellot Dock, was opened about two months ago, and vessels can make use of the northern and western quays, and the remaining two sides will be completed by the end of June. The eastern half of the dock will be finished about the middle of next year.

Considerable progress has been made during the past year with the various works connected with the canal from Havre to Tancarville, on the River Seine, and it will in all probability be opened about the end of March, 1887. I think there can be but little doubt that numerous factories of one kind and another will spring up in its vicinity.

Although one would have supposed that the subject had been so thoroughly threshed out that nothing more remained to be said about it, yet a new Commission has been appointed by Government to inquire into the condition of the River Seine from Rouen down to the sea, including the port of Havre and the roadstead, and to report on the many projects which have been brought forward in connection therewith. Considering the state of the public finances, and the large sum which the carrying out of any one of the proposed plans would involve, it is greatly to be feared that, notwithstanding the national importance of the objects in view, the inquiry will not lead to any immediate good results.

Various minor improvements, such as the dredging of some of the basins, the replacing of two of the old bridges across the openings by new iron ones opened and closed by hydraulic power, and the renewing or repairing of some of the dock gates, have been completed during the past year.

Continued
prohibition of
American
pork and
hams.

This question being one of great importance to the port and commerce of Havre, the Chamber of Commerce have made great efforts to obtain the annulling of a prohibition, which was decreed on grounds which are unanimously acknowledged to be without any basis. These efforts have hitherto had no result, the opposition of the Protectionist party having, up to the present, proved too powerful. The real effect of the prohibition is that while a certain amount of these articles still find their way into France under other names and by indirect channels, the shipping, commercial, and industrial interests are deprived of a great element of freight, profit, employment, &c. An amusing incident occurred in connection with this subject a little time back, when, on the strength of a rumour that the United States intended to increase the duties on French production, in retaliation for this prohibition, a general consensus of opinion appeared suddenly to spring up throughout the country as to the desirability of repealing it, and as suddenly commenced to decrease when the rumour appeared to have no foundation.

Responsibility
for damage by
fire to cotton
on quays.

Owing to several fires which have taken place amongst bales of cotton lying on the quays, a very important question has been raised as to on whom the loss should fall. The Tribunal of Commerce of Havre decided that in all cases where the cotton has not passed the scales the loss must be borne by the shipowner, who cannot be held to have delivered the cargo. The Court of Appeal at Rouen have given two judgments on the point, which are diametrically opposed to one another, and the question is now pending before the Court of Cassation, by whom it is to be hoped a final authoritative decision will be arrived at.

Shipping
bounties.

I have seen it remarked at various meetings of shipowners in England that there was not any ground for being afraid of the effects of the French Navigation Bounties, and that it was probable that France would ere very long become tired of paying them. Whatever may be the fact respecting the first, I am unable to see any likelihood—considering the very marked tendency which exist on all sides in France towards increased measures of protection—of the second statement being fulfilled. The “Compagnie des Chargeurs Réunis” of this port, with a fleet of 23 steamers, of 51,500 aggregate tons burthen, were enabled, owing to these bounties, to declare a dividend last year of 6 per cent., instead of having to show a loss on the year's operation.

Owing to the decreased amount of shipping entering the port last year, and the consequent lessened demand for labour involved therein, an increased amount of distress has existed among the working classes in this town: at the same time that distress has at no moment been anything like as severe as appears to be the case in most of our large towns. Considering that, with the single exception of bread, the cost of provisions is much dearer here than in England, it is strange that the working classes have not been more pinched. It can only be accounted for by the fact that—a logical deduction from the exports of manufactured articles for the whole country having only fallen off 330,000*l.* in 1885—they have as a whole found constant employment, and that they live much more economically than our own countrymen. As a proof of this, I learn from good sources that the number of workmen employed in this department (the Seine Inférieure) in the leading industries, such as woollen, spinning, weaving, printing, and dyeing factories, engineers, boiler-makers, shipbuilding, glass, paper, chemical works, and sugar refineries, are about 50,000, and that although considerable difference has existed in regard to wages and the length of the daily work, they have, as a rule, worked from nine to ten hours a day, with an average rate of 8 fr. wages. As regards the price of bread, the increased duty of 2 fr. 40 c., making in all 3 fr. per hectolitre, or about 6*s.* 6*d.* a quarter, which was imposed in March, 1885, has not affected it, it being now at almost the same figure it was a year ago, viz., 1 fr. 66 c. (1*s.* 4*d.*) per 6 kilos. (13 lbs. 3 ozs.). This is the, so to speak, legal price for bread purchased in the shop, but when brought to the house the price is 2 fr. the 6 kilos. The fact of the increase of duty on wheat not having added to the price of bread must be accounted for by the crop last year having been sufficient for the wants of the whole country.

It is, I think, agreed on all hands that every possible means should be taken to push and foster our trade, and I have seen many suggestions made to that effect. Among others, it has been proposed that Consular officers should become a kind of general agents for this purpose, have samples of goods of all sorts, &c., sent them for exhibit, and should endeavour to bring them to the notice of the merchants and dealers of their place of residence, but a little reflection will show that such a plan would be both impracticable and impolitic. Not only are Consular officers without the technical knowledge required for the work, but they have neither from their position, and the many varied duties they have to perform, the time, the means, or the space to undertake it. Even were this otherwise, the Consulate would either be so important a one that the Consul's whole time would be taken up attending to its ordinary duties, or would be of so little importance that there would be hardly any opening for our trade. Havre having become more of a place of transit than a centre of distribution, there is not as much to be done in pushing our trade as formerly, but I have been surprised to find, as far as I can learn, how rarely a commercial traveller comes here from England. I cannot help thinking this is a bad policy, and that there must be some branches of business in which an intelligent traveller, speaking the language (this last is most essential), might do well. In agricultural machinery we have been, I am told, quite ousted here by the Americans, while in cutlery, in which we formerly did a good business, there is now hardly anything done by us, partly owing to the pressure of the French tariff, and partly to the improvement made by the French in certain classes of goods.

I periodically receive a number of trade circulars, illustrated catalogues, &c., from England, sent me doubtless in the hope that I may be

Condition of
the working
classes at
Havre

How can our
trade be
pushed?

able to bring them to the notice of persons interested in the different articles therein set forth. I have, however, no means of doing this other than by either passing them on to the reading room at the Bourse, or by giving them to one or two firms who, I think, may care to see them. I am afraid that neither of these measures is productive of much benefit, and I think some more active course of proceeding is required if our trade is to be pushed. Among various projects mooted, I have observed that of floating exhibitions to visit various ports in turn. This would doubtless be of some good in distant countries; but it would, I think, be neither thorough, nor of permanent benefit. I cannot help being of opinion that a better plan would be to have in certain well-chosen centres in foreign countries fixed exhibitions, or dépôts of samples, and models of British manufactures, &c., where people could see for themselves, without any charge, what we had to offer. The expenses would have to be defrayed out of a fund contributed to by members of an association formed for the purpose. The two essential points of management would be to take care that those persons who were placed in charge should be thoroughly competent to explain the various details, &c., of the exhibits, and that, in marking the prices, the actual cost, and the duty, should be separately given. One thing is certain, that in these days of fierce and energetic foreign competition, backed up by Protection, it is quite useless to sit quietly in a counting-house, and expect customers to drop in of their own accord.

Navigation. **RETURN of all Shipping entered at the Port of Havre in the Year 1885***

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	181	128,683	784	524,050	965	652,733
It.* ... ..	...	...	174	58,325	174	58,325
French	138	62,357	530	614,323	668	676,680
Russian	16	6,171	...	...	16	6,171
Swedish	16	7,587	67	34,579	83	42,166
Norwegian	141	63,336	38	23,703	179	87,039
German	54	26,490	180	297,329	234	233,819
Dutch	7	1,781	67	31,300	74	33,081
Belgian ... ..	...	...	4	3,814	4	3,814
Portuguese	2	382	21	8,050	23	8,432
Spanish	4	1,346	51	24,159	55	25,505
Austrian	20	12,288	...	...	20	12,288
Italian	50	27,900	4	6,073	54	33,973
Greek ... ..	...	...	1	288	1	288
American	15	17,531	...	...	15	17,531
Mexican ... ..	...	...	12	27,677	12	27,677
Danish	13	2,858	25	19,697	38	22,555
Coasting trade (French)	660	358,715	1,958	1,593,367	2,618	1,952,082
Total	660	358,715	1,958	1,593,367	5,687	2,321,779

* Steamers running between Southampton and Havre with passengers and cargo. Total for 1884 (coasting trade excluded), 2,790 vessels, 2,027,472 tons.

Details of shipping, &c.

British shipping decreased 61,000 tons—52,000 in the direct, and 9,000 in the indirect trade; French, 21,775; Russian, 9,000; Norwegian, 3,000; German, 17,000; Austrian, 4,000; and American, 19,000 tons: while Danish increased 9,000; Dutch, 11,000; Belgian, 2,800; Spanish, 3,500; Italian, 6,000; and Mexican, 19,500 tons. The coasting trade (French) increased 51,500 tons.

Of the 1,142 British vessels, 284, of 243,989 tons, were in the indirect trade; 187,265 and 75,618 bales of cotton were brought in British bottoms from the United States and India, being respectively 12,151 and 82,493 bales less than in 1884; 410,378 tons of coal were imported in British vessels, being a decrease of 27,000 tons from 1884, and of 46,000 from 1883.

1,666 seamen were discharged and 1,390 shipped at the Consulate-General during the past year, and 642 seamen's money orders, for a total amount of 8,841*l.*, were issued. All the foregoing show a decrease, owing to steamers, the crews of which are not discharged abroad, so largely taking the place of sailing vessels.

I have nothing to add to the remarks I made last year respecting the condition, &c., of our merchant seamen, and I much regret to find too many captains still express a preference for sailors of the northern countries over our own, on the ground of their being, as a rule, better behaved and educated. Of the 1,666 men discharged, 378 were foreigners.

During the past year 12 vessels, of 2,297 tons in all, were launched. Shipbuilding, At the yard of M. A. Normand, who employs about 700 men, 6 torpedo &c. boats, of 45 tons each, and a despatch vessel, of 1,017 tons, were launched; a torpedo boat of 60 tons for the Spanish Government, and two of 80 tons for the Russian Government have also been commenced.

La Société des Chantiers de la Méditerranée, who employ between 600 and 700 men, launched five torpedo scouts of 200 tons each, built for the French Government, and have a sixth in hand, as also a frigate of 2,500 tons for the Japanese, and a despatch vessel of 300 tons for the Haytian Government. At the twin establishment, Les Forges de la Méditerranée, employing from 1,200 to 1,300 workmen, 441 cannon were finished for the French, and 36 for the Spanish Government. The machinery for the six torpedo scouts, a large number of gun-carriages, and a quantity of hydraulic and other machines for the Panama Canal, &c., were also completed.

Trade and
Commerce.
Imports.

RETURN of Principal Articles of Import at Havre during the Years
1884-5.

Articles.*	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Sugar, coloured	8,946	Values are not taken here by the Custom-house.	4,770	Values are not taken here by the Custom-house.
" for cane	1,465		690	
" " beet	1,255		6,068	
Cocoa	5,274		5,458	
Coffee	99,246		82,559	
Coals	482,332		504,440	
Cotton	110,339		105,498	
Dyewoods	76,548		81,664	
Hides	23,844		23,523	
Petroleum	10,620		9,086	
Rice	752		4,568	
Iron, pig	5,808		5,944	
" cast	2,546		1,727	
Steel	305		798	
Metal goods	1,910		4,996	
Wheat	47,467		152,145	
Wool	19,953		27,402	
Palm oil	9,642		7,961	
Total	907,752	..	1,029,297	..
Alcohol	Gallons. 953,700	..	890,828	..

* Articles in transit for Paris, or the interior, &c., are not included in the Custom-house returns.

Exports.

RETURN of Principal Articles of Export from Havre during the Year
1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Silks and ribbons	1,147	Values not obtainable.	1,008	Values not obtainable.
Woollen tissues	6,544		7,118	
Cotton	4,626		4,217	
China ware	1,335		1,734	
Paper, coloured	332		595	
" white	1,297		1,397	
Eggs	5		15	
Potatoes	6,303		7,422	
Ochre	1,482		1,768	
Salt butter	3,722		3,550	
Rags	563		1,225	
Total	27,356	..	30,049	..
Millinery	Francs. 5,134,939	205,190	Francs. 6,026,330	241,000
Wine	Gallons. 1,437,232	..	Gallons. 1,224,124	..

I have been unable to obtain the statistics showing the total value of the exports and imports to and from the different countries separately in 1884-5.

Values of exports and imports to and from each country.

IMPORTS, Deliveries, and Stocks of Cotton at Havre in the Years 1884-5.

Imports, &c., of cotton.

Countries.	1885.			1884.		
	Imports.	Deliveries.	Stock on Dec. 31, 1884.	Imports.	Deliveries.	Stock on Dec. 31, 1884.
United States ...	416,324	420,488	107,256	438,468	} 581,540	111,520
Brazil ...	4,909	1,572	4,527	1,632		1,190
India ...	96,399	130,448	24,907	184,046		68,956
Other countries ...	19,936	16,188	8,292	17,794		4,844
Total ...	527,468	568,692	144,982	639,970	581,540	186,210

The duty of 7 fr. per 100 kilos., imposed last year on all sugar imported from countries in Europe, quite put a stop to the purchase of raw beet sugar from Germany. Large quantities of foreign cane sugar were however bought, 228,018 baskets of Java and 235,477 bags of other sugars having been imported in transit for Paris. The export of beet-root sugar from Havre has entirely ceased.

Imports of coffee were very large during the past year, amounting to 1,715,448 bags. Although the deliveries reached 1,479,185, or about 100,000 more bags than in 1884, the stock on Dec. 31, 1885, was 1,214,910 bags. It has progressively increased from 13,954 tons at the end of 1876 to 71,000 tons at the end of 1885.

The wheat harvest having been nearly sufficient for the wants of France, and the duty having been increased up to 6s. 6d. a quarter, the importations fell off to a very great extent.

The imports of wool continue to fall off, Dunkirk now attracting the trade which formerly came here. From 124,000 bales in 1880, they have gradually fallen to 49,000 in 1885.

The trade in palm oil, which is of comparatively recent date, showed an increase of about 1,600 tons.

Owing to the competition of factories established in Germany and Russia for extracting tinctures from dyewoods, the imports slightly fell off last year to the extent of about 5,000 tons.

The Customs duties, including the navigation dues (1,420,636 fr.), and the tax on salt gave a total of 45,238,638 fr., against 44,906,453 fr. in 1884, and 43,014,418 fr. in 1883.

Although the crops throughout the district of the Consulate-General were good, and no disease occurred among the cattle, the farmers are loud in their complaints of the low prices they obtain, and clamour for more protection. They are undoubtedly suffering from the same causes of distress as the farmers in England, and in some cases from others in addition. I am told, too, on very good authority, that although as hard-working as ever, they have become more expensive in their habits than was formerly the case. I would like to draw attention to a fact which will be found in Mr. Vice-Consul Lethbridge's report further on, namely, that last year, from the port of Honfleur alone, dairy, orchard, and garden produce, to the value of 1,157,000*l.*, was exported to England.

The *Lycée for Girls*, some additional schools, a second hospital, and a large and commodious market were completed and opened last year. Want of funds alone prevents the carrying out of sundry other

large works and improvements, including a comprehensive system of drainage and sewerage, for which several plans are under examination. The construction of the maritime boulevard, to connect Havre with the suburb of Ste. Adresse, is in active progress.

International
Maritime
Exhibition in
1887.

An International Maritime Exhibition will be held here next year, from the 1st of May to the 30th of September. The Bassin de Commerce, with an area of 40,000 square metres, will form the centre of the exhibition, while the quays and squares surrounding it will be transformed into covered galleries for the display of those articles which cannot be exhibited floating, or in the open air.

Octroi duties.

The octroi duties on articles entering the town amounted to 3,466,693 fr. last year, against 3,348,181 fr. in 1884, and 2,933,792 fr. in 1883. This is equal to 32 fr. 75 c. (26s.) per head of the population.

Statistics of
the popula-
tion, &c., of
Havre, &c.

The births, deaths, and marriages at Havre in 1885 were respectively 8,542, 3,270, and 908. These figures show a decrease of 83 and 58 for the first and last, and an increase of 41 on the second.

Although cholera was reported to exist at certain points in Brittany, with which this port has frequent communications, no cases were declared to have occurred in the town. In the month of November, however, a sailor on board an English oyster smack, which had come into port to spend Sunday, was sent by me to the hospital, where he died about 30 hours after. The cause of his death was given as acute enteritis, but the symptoms were those of decided cholera. A number of cases of diarrhoea were said to have occurred about the same time among the crews of the fleet of English oyster smacks frequenting these waters. The death rate per 1,000 at the different ports in the district of this Consulate-General was as follows:—Havre, 31·7; Rouen, 33·8; Caen, 32·8; Trouville-Deauville, 26; Honfleur, 29·5; Fécamp, 26; Dieppe, 36.

CONSULATE OF ROUEN.

Report by Consul Chapman on the Navigation, Commerce, Trade, &c., of the Port and Town of Rouen in 1885.

RETURN of all Shipping entered at the Port of Rouen in the Year 1885.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Registered Tons.	Number of Vessels.	Registered Tons.	Number of Vessels.	Registered Tons.
British ...	122	30,689	814	393,820	936	424,409
French ...	104	12,540	163	60,263	267	72,823
" ...	...	...	...	...	115*	11,615
German ...	12	4,748	70	44,803	82	49,551
Norwegian ...	56	28,488	31	13,569	87	42,057
Swedish ...	4	1,153	45	22,082	49	30,215
Italian ...	38	18,608	4	5,085	42	23,691
Danish ...	8	1,192	22	14,564	30	15,756
Dutch ...	...	...	17	11,697	17	11,697
Austrian ...	4	2,046	8	6,813	12	8,859
Russian ...	9	3,302	4	2,049	13	5,351
Spanish ...	...	...	5	4,216	5	4,216
Greek ...	3	761	1	868	4	1,619
Belgian ...	...	...	4	866	4	866
Total ...	380	103,545	1,188	567,965	1,663	702,925
Total for 1884 ...	...	...	...	...	1,744	738,010

* These are boats bringing cargoes from Havre and Honfleur, and are included in Register of Maritime Port, without specification as to being steamers or otherwise. The other river navigation is not included in this table.

Shipping.—The year, as far as the port is concerned, has not been unsatisfactory. Taking into consideration the general depression in every branch of industry, the decrease in tonnage from that of 1884 is not very important. In British vessels there is a slight increase, although the actual number of vessels is 66 less than in the previous year, showing the increasing size of ships visiting the port, and during the twelve months no casualty of any importance has happened in the river. There has been less coal and wood landed, but more wine, grain, and petroleum than in 1884, and the exports have been less; the cliff, which was a cargo for small sailing vessels returning to England, having ceased to be remunerative, it being procurable at less cost in the United Kingdom, and chiefly in Ireland. Among other nationalities the Norwegian, who now replace in a great measure their sailing vessels by steamers, the Italian, Spanish, Russian, and Greek show an increase; and the French, German, Danish, Dutch, and Austrian a decrease.

Port.—The works undertaken to lengthen the quays according to the plans mentioned by me in previous reports have been continued during the year. On the right bank, the Northern Railway Company have laid down four line of rails, and the plans of the Western Railway Company for the left bank are to be submitted without delay. A law of the 11th March, 1885, declared the establishment of a basin for wood, one for petroleum, a dry dock, dredging the river between Rouen and La Bonille, and the making of a new quay on the left bank of the river of public utility; and a decree of the 24th December, 1885, authorises the Chamber of Commerce to establish hydraulic lifts and sheds for the protection of goods on the quays, and a slip which, when all completed, will give such advantages as will undoubtedly greatly increase the facilities offered to vessels arriving, which it is hoped will then be in always greater numbers.

Port Charges.—Unfortunately the increased accommodation for vessels has also the reverse side of the medal, namely, an increase of 15 c. per registered ton by vessels to meet expenses of same—a fact which will no doubt be taken into consideration by shipowners.

On the other hand, there is a possibility of a reduction of 10 c. per ton, if the Court of Cassation will uphold the judgment of the Court of Appeal. The law of the 5th April, 1884, abolishes the Droits d'Attache in maritime ports, specifying Rouen as one of them. Notwithstanding this law the town has continued to levy the tax, of 10 c. per ton, basing their claim on a right conferred by royal decree in 1815. Several owners of lighters here refused to pay the tax, and won their case before the Court of Appeal on 6th July, 1885. Since this date the former have ceased to pay these dues, and are making out their claims for repayment, with interest of payments made since 5th April, 1884, to which they are entitled by the judgment. Other vessels, including British, continue to pay these dues. The case has been taken to the Court of Cassation by the municipality, who are using all their influence in their endeavour to alter the present judgment.

Shipbuilding.—The shipbuilding yard here continues to receive orders, and have in hand two torpedo boats, three torpedo coasters, a transport, two water tanks, a steamer for Roumania with engines of 500 horse-power, and, lastly, a hospital transport to be 130 metres long, 16 metres beam, and 12½ metres depth, with engines working up to 4,000 horse-power. The size of this vessel may, to a certain extent, alter their plans for their slip, which was only to be constructed of a length of 110 metres.

Insurance.—I have been specially requested by the "Société pour la Défense des intérêts de la Vallée de la Seine," and others particularly

interested in maritime affairs here, to state that the insurance companies in England, Belgium, and France charge the same premium for insurances on grain arriving from India, Australia, and America, whether the port is Havre or Rouen, and they have produced and published documents in proof of this fact.

RETURN of the Principal Articles of Export from Rouen during the Year 1885.

Articles.					1885.	1884.
					Tons.	Tons.
Plaster ..	..	..	..	..	25,820	23,857
Glass sand ..	..	..	..	..	12,208	13,970
Sugar ..	..	..	..	..	11,505	17,623
Chemicals ..	..	..	..	..	5,183	7,522
Ochre ..	..	..	..	..	4,707	..
Rags ..	..	..	..	..	3,280	..
Mill-stones ..	..	..	..	..	2,240	..
Seed ..	..	..	..	..	1,431	..
Barley ..	..	..	..	..	1,125	..
Other articles ..	..	..	..	..	6,107	29,661
Total ..					73,606	92,633
					Gallons.	Gallons.
Wine ..	..	..	..	..	108,020	137,060

RETURN of the Principal Articles of Import to Rouen during the Year 1885.

Articles.					1885.	1884.
					Tons.	Tons.
Coal ..	..	..	..	..	387,051	405,273
Maize ..	..	..	..	..	109,642	61,420
Oats ..	..	..	..	..	74,353	116,211
Wood ..	..	..	..	..	39,490	50,724
Wheat ..	..	..	..	..	39,184	39,702
Petroleum ..	..	..	..	..	17,954	5,930
Seed ..	..	..	..	..	8,487	..
China clay ..	..	..	..	..	7,329	7,353
Oil ..	..	..	..	..	7,174	4,987
Stuffs and yarns ..	..	..	..	..	5,887	..
Lead ..	..	..	..	..	4,453	..
Tar ..	..	..	..	..	4,328	..
Rice ..	..	..	..	..	3,851	19,159
Raisins and currants ..	..	..	..	..	2,384	..
Machinery ..	..	..	..	..	1,908	..
Carbonate of soda ..	..	..	..	..	1,767	..
Other articles ..	..	..	..	..	9,676	84,430
Total ..					724,418	795,253
					Gallons.	Gallons.
Wine ..	..	..	..	..	10,671,584	10,897,568

NOTE.—The ton is calculated as = 1,015 kilos. ; the gallon as = .220 litre.

There have been, and are, from all quarters complaints of the state Industries. of all industrial concerns in this district, many of which appear to be slowly disappearing. Whether higher import duties at home and very favourable conditions for French goods against foreign in their new colonies will have the desired effect, it is not in my province to give an opinion; but there is no doubt that that is the prevailing idea in this district. Among the principal industries are the following, with the general state of affairs during the year annexed:—

Cotton spinning has gradually been getting worse. The price of Cotton cotton slightly advanced, but spun yarns went down in price. Some spinning. factories have been closed, and in others hours have been reduced, without preventing prices falling.

Very bad, and the industry likely to disappear in places. Prices Printed ging-hams and continue to fall, notwithstanding reduced hours. No profits to be chintizes. made.

The factories in Alsace and the Vosges are competing terribly as to furniture stuffs, and only a considerable export market can save this industry in this neighbourhood.

Trade very depressed, particularly in hand-made handkerchiefs, which Checked cotton pocket portion is gradually disappearing in face of weaving by machinery. handkerchiefs Towards the end of the year there was a little more business, but no (dyed in the profit to manufacturers. yarns).

The unbleached cotton cloths were sold with difficulty, and the Rouennerie. orders from Algeria were scarce on account of the agricultural crisis there, and prices were lower in consequence. Towards the end of the year stocks had much augmented, and the question arose whether a general shortening of hours in the factories should be resorted to. This has at present only taken place in a certain number of factories, but it is feared will become general.

Chemicals were a little better in beginning of year. Better prices Chemicals. in soda, nitric acid alone having gone down. Considerable amount of chemical manure sent towards centre of France, but not much sale for it in Normandy. Chloride of lime at better price, on account of prevalence of cholera in Spain. Chromate of soda, now paying 10 fr. customs duty per 100 kilos. instead of 5 per cent. ad valorem, is not looked upon favourably by the trade. Towards the end of the year business more brisk in sales, if not in prices, chiefly in soda. Soap business has been very slack during the year.

In the distilleries there has been less activity than usual, on account Distillery. of the good crop of apples, which favours the enterprise of the growers, who make brandy of cider paying no excise, and therefore to the detriment of the regular trade. There are said to be nearly 500,000 of these growers, the crop yielding 21,000,000 hectolitres (22 galls.) this year. The question having again arisen of placing an import duty on maize, which only a few months ago was negatived by the Chamber, is also a cause of uneasiness for the distillers, and is one of the few products which in this district it is desired to import duty free.

Condition of business decidedly bad, with exception of commence- Leather. ment of second quarter of the year. The cause can only be attributed to stagnation in affairs in general, and want of prosperity in the country districts.

Engineering works have passed a most unfavourable year in all Engineering branches—foundries, boiler makers, machinery making, and others, Works. without exception. Very few orders, and in general very low prices. One of the oldest-established houses is likely to wind up, and the prospects most gloomy at the end of the year, there being no orders or prospects of orders, and simply completion of work in hand.

VICE-CONSULATE OF CAEN.

Report by Vice-Consul Leeson on the Navigation, Commerce, Trade, &c., of the Port and District of Caen in 1885.

Navigation. RETURN of all Shipping entered at the Port of Caen in the Year 1885.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
British	98	11,473	327	36,215	425	97,698
French	61	23,914
German	10	3,269
Swedish and Norwegian...	50	16,260
Other flags	49	15,063
Total	595	156,184

In addition to the above, 50 British vessels, with an aggregate of 7,028 tons, entered the ports of Onistreham, Courseulles, Porten, Bessin, and Isigny, during the year. The above return only shows a decrease of 17 vessels, and 710 tons from 1884.

The entrance to the port of Onistreham has been improved by the removal of a sandbank which had formed along the western pier. Masters of vessels, however, report that another bank is gradually forming in the channel at between two and two and a half miles from the entrance to the port.

RETURN of Principal Articles of Export from Caen in 1885.

Exports and imports.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.		Tons.	
Barley	21,285	Not given.	19,546	Not given.
Potatoes	10		12	
Caen stone	1,192		1,766	
Rape cake	4,451		2,562	
Iron ore.. ..	540		..	
Pit wood	2,124		..	
Total	29,752	..	23,886	..

RETURN of Principal Articles of Import at Caen in 1885.

Articles.	1835.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.		Tons.	
Coals	225,246	Not given.	218,783	Not given.
Pig iron.. ..	5,971		13,083	
Cement	1,958		2,453	
Oats	5,372		1,378	
Wheat .. ..	..		1,262	
Wood	32,469		41,016	
Rape and cotton seed ..	..		106	
Total	271,016	..	278,086	..

The district of Caen is essentially an agricultural one, and dependent for the greater portion of its prosperity on the result of the harvest, and the price of cattle and horses. The crops of wheat, oats, and barley, especially the latter, were good, and full in the ear, though the straw was short. Hay was light, but of good quality. Colza very plentiful, but the price so low as hardly to pay for its cultivation. The apple crop was very abundant. The district was singularly free, as compared with former years, from foot-and-mouth disease. The supply of cattle and horses was good; the latter were quite up to the standard as regards quality, and prices about the same as last year. Agriculture.

The public health of the town and district was moderately good, and no serious epidemic prevailed. Public health.

VICE-CONSULATE OF TROUVILLE.

Report by Vice-Consul Fautrel on the Navigation, Commerce, and Trade of Trouville in 1885.

RETURN of all Shipping at the Port of Trouville-Deauville in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons Register.	Number of Vessels.	Tons Register.	Number of Vessels.	Tons Register.
British	45	7,210	111	35,357	156	42,567
French	5	1,051	...	...	5	1,051
Russian	18	4,248	...	...	18	4,248
Swedish	9	2,071	...	...	9	2,071
Norwegian	17	2,734	...	...	17	2,734
Danish	7	1,129	1	266	8	1,395
Others	2	708	...	...	2	708
Total	103	20,151	112	35,623	215	55,774
Total for 1884...	...	...	...	...	199	47,088

SHIPPING of the Port of Dives for 1885.

ENTERED.

Nationality.	Number of Vessels.	Crew.	Register Tons.	Dead Weight, Tons.	Nature of Cargo.
British	6	30	583	1,071	Coals Cement
"	2	9	148	134	
Total	8	39	731	1,205	

RETURN of Principal Articles of Export from Trouville-Deauville during the Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Paris plaster stone	505	200	Unknown	..
Pit props	230	180	..	..
Total	735	380	..	..

RETURN of Principal Articles of Import to Trouville-Deauville during the Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coals	67,321	48,500	63,147	Unknown
Pig iron.. ..	..	..	174	" 436
Cement	694	1,665	182	Unknown
North wood	16,226	49,000	12,659	550
Ice blocks	932	650	790	..
Oats	496	3,250	..	..
Total	85,719	103,045	76,952	..

TABLE showing the Total Value of all Articles Exported from Trouville-Deauville and Imported to Trouville-Deauville from and to Foreign Countries during the Years 1884-85.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
United Kingdom ..	380	Unknown	50,165	..
Sweden .. ..	..	..	49,360	..
Norway .. ..	..	..	3,980	550
Russia .. ..	..	..	9,840	..
Prussia .. ..	..	..	912	..
America (Pensacola) ..	..	..	1,500	..
Total	380	..	70,707	550

In addition to the above, 8 British vessels of 731 tons entered the port of Dives. Vessels drawing 13 feet can enter at neap, and with 15 feet at spring tides. There are 150 fishing boats belonging to Trouville, employing 600 men. The sale of fish in the market amounted to 35,490*l*.

No foot-and-mouth disease occurred among the cattle. Large Cattle. numbers are fattened in the district, and a good many were formerly sent to England. The town of Havre took 1,944 bullocks in 1885.

The railroad from Trouville-Deauville to Caen, via Dives and Cobourg, was opened in 1884.

VICE-CONSULATE OF HONFLEUR.

Report by Vice-Consul Lethbridge on the Navigation, Commerce, and Trade of Honfleur in 1885.

Referring to the accompanying table of shipping (Annex A.), it is necessary to explain that, although there is an apparent decrease in the total tonnage of over 34,000 tons, with an actual increase of 81 in the number of vessels, this results from the fact that up to the end of the year 1884 the gross tonnage only was entered in the late Vice-Consul's books; so that, had the nett tonnage of 1885 been compared with the nett tonnage of 1884, there would have been a considerable difference in favour of 1885. Shipping in general. Annex A.

Exports show a slight increase of about 2,000 tons over last year, principally in butter and fruit. There is a decrease of about 1,200 tons in the quantity of refined sugar exported, caused, I am inclined to believe, in a great measure by the English buyer finding it more advantageous to purchase in the German markets. Exports. Annex B.

There has been a very general decrease in importations, although the total value is higher than in the preceding year. The principal falling off has been in coals, the decrease being so great as 21,000 tons. The cause of this great decrease is, I believe, that importers find much greater accommodation afforded them in the neighbouring port of Trouville; and I should consequently expect that the quantity of coals imported by Trouville will show a large increase.

There has been the large increase of 7,000 standards of wood, &c., imported, the timber trade having been extremely brisk; and it is to

this, in a great measure, may be attributed the above-mentioned fact, that there is a higher value with a lesser tonnage in the total imports of the year.

With these exceptions, I think the fluctuations in the other imports show nothing abnormal enough to require explanation.

Annex C.

Agricultural
and dairy
produce.

Woollen
yarns.

The most striking feature of this table is the fact that the only country receiving exports from this district is Great Britain, and that the value should have amounted to over 1,320,000*l.* in the year 1885. Of course, as will be seen in Table B., the very large proportion of this sum is made up of agricultural and dairy produce; at the same time, it may be noted that under the heading of "Other Articles" is included woollen yarns to the value of over 20,000*l.* sterling.

The increase in value of the imports over those of the preceding year is entirely owing to the increase in the quantity of timber imported.

Trade gene-
rally.

The depression referred to in my report of 1884 as being the general condition of trade in this district has continued more or less during the following year, with the exception, as above noted, of the timber trade, which has been very brisk.

Crops.

The crops of all sorts of cereals were good, and favoured by good weather for the harvest.

Fruit.

As regards fruits—such as currants, gooseberries, strawberries, cherries, pears, apples, &c.—the quantities gathered were larger than during the last 20 years; the quantity, in fact, being so great as to cause the prices generally to be so low as scarcely to pay for picking.

Cider.

The crop of cider apples was also very great, and consequently the price of cider, the almost universal beverage of this district, is reduced to a minimum.

Shipbuilding.

The vessel spoken of in my last report as in course of construction was launched in the summer of 1885. She registered nearly 700 tons. Another, of similar size, has been commenced.

New dock.

The new dock spoken of in my last report was duly opened this year, and proved of great service during the heavy arrivals of timber.

Railway.

The railway which has been so long authorised to connect Honfleur and Pont-Audemer has not made the slightest progress since my last report, there being a difficulty raised as to the point at which it should enter Pont-Audemer. This line having been talked of for the last 20 years, it would be rash to predict when it is really to be finished. Whenever this does occur it should increase the shipping trade at this port considerably, as by its junction with the Orleans Railway it will open up a large tract of country hitherto entirely cut off from the sea.

Sanitary.

The health of the different towns in my district has remained very good. There have been no epidemics of any sort; no case of cholera has occurred here; neither the cattle plague nor the foot-and-mouth disease have made their appearance.

The trade of Lisieux and Pont-Audemer has continued in the same depressed state, but showing certain promise of improvement.

Annex A.—RETURN of all Shipping at the Port of Honfleur in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	26	6,373	114	59,017	560	143,962
" Newhaven boats ...	...	...	205	39,620		
" Southampton boats ...	...	...	205	38,352		
French	6	917	...	...	6	917
" coasters	650	34,607	...	...	650	34,607
Norwegian	34	12,566	3	2,092	37	14,658
Swedish	16	10,574	2	1,133	18	11,707
Danish	5	563	8	5,732	13	6,296
Russian	13	4,417	3	1,037	16	5,454
German	11	2,326	4	2,094	15	4,420
Dutch ... ..	...	...	2	1,332	2	1,332
Italian	1	527	...	...	1	527
Total	772	72,870	546	150,909	1,318	223,779
" for the preceding year ...	...	...	...	...	1,237	258,409

11 British vessels, total 932 register tons, and 40 men, entered the port of Pont-Audemer during the year 1885.

Annex B.—RETURN of Principal Articles of Import to Honfleur during the Year 1885.

Articles.		1885.		1884.	
		Quantity.	Value (in Sterling).	Quantity.	Value (in Sterling).
Timber	Standard	41,200	£ 206,000	34,400	£ 172,000
Coals	Tons ..	48,549	48,549	69,567	69,567
Iron	" ..	1,187	6,745	2,990	18,150
Manure	" ..	548	2,560	..	..
Oats	" ..	1,277	3,200	1,001	6,000
Wheat .. ..	" ..	..	..	1,314	10,500
Cement	" ..	555	680	290	350
Seed	" ..	1,430	14,000	98	3,920
Other articles ..	" ..	494	9,410	555	10,780
Total	Tons ..	53,990	296,144	75,815	288,267
"	Standard	41,200	..	34,400	..

1. No return made of clearances for the year 1884.

RETURN of Principal Articles of Export from Honfleur during the Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value (in Sterling).	Quantity.	Value (in Sterling).
	Tons.	£	Tons.	£
Eggs	5,106	306,360	5,548	332,680
Butter	5,338	587,180	4,839	532,290
Cheese	104	5,200	99	4,950
Grain	2,495	20,000	2,350	18,800
Poultry	1,144	82,370	1,242	89,460
Fruit	7,626	155,400	5,619	112,380
Sugar, in loaves ..	1,646	33,000	2,880	57,600
Colza oil.. ..	610	19,500	565	18,100
Seed	1,136	45,400	1,413	56,500
Other articles	4,737	66,405	3,020	73,250
Total	29,444	1,320,815	27,575	1,296,010

Annex C.—TABLE showing the Total Value of all Articles Exported from Honfleur and Imported to Honfleur from and to Foreign Countries during the Years 1884–85.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
Great Britain	1,320,815	1,296,010	67,599	92,617
Sweden .. ..	..	..	140,745	103,150
Russia .. ..	..	..	57,000	42,000
Germany .. ..	..	..	15,200	28,600
United States .. ..	..	..	7,000	4,000
Australia .. ..	..	..	..	10,500
Norway .. ..	..	..	5,600	5,000
Canada .. ..	..	..	3,000	2,400
Total	1,320,815	1,296,010	296,144	288,267

VICE-CONSULATE OF FÉCAMP.

Report by Vice-Consul Handisyde on the Navigation, Commerce, and Trade of Fécamp in 1885.

RETURN of Principal Articles of Export and Import during the Year 1885.

EXPORTS.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Rapes	331	1,850	..	..
Flint	1,400	800	1,071	200
Liquor	300	52,000	240	60,000
Plaster	9,900	4,860	11,500	5,000
Total	11,931	58,510	12,811	65,200

IMPORTS.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coals	21,200	18,000	20,423	17,000
Cement	1,300	2,700	4,226	10,800
Wheat	1,121	8,960	1,505	12,000
Timber	15,938	64,000	11,812	50,000
Hemp	453	14,600	439	14,000
Tar	382	4,600	977	11,700
Salt	692	690	867	860
Total	41,086	113,550	40,249	116,360

TABLE showing the Total Value of all Articles Exported from and Imported to Fécamp from and to Foreign Countries during the Years 1884-85.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
England	4,600	..	20,700	..
Sweden and Norway ..	60	..	55,000	..
Denmark	1,850	..	4,600	..
Russia .. ..	..	..	23,500	..
Germany	52,000	..	..	..
America .. ..	..	..	9,000	..
Total	58,510	..	112,800	..

RETURN of all Shipping at the Port of Fécamp in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
British	60	7,273	26	9,871	86	17,144
French	9	1,667	...	...	9	1,667
Norwegian	17	5,200	3	567	20	5,767
Swedish	7	2,351	...	...	7	2,351
Danish	5	722	...	...	5	722
Others	6	1,494	2	872	8	2,366
Total	104	18,707	31	11,310	135	30,017

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
British	60	7,273	26	9,871	86	17,144
French	36	5,809	...	...	36	5,809
Norwegian	17	5,200	3	567	20	5,767
Swedish	7	2,351	...	...	7	2,351
Danish	5	722	...	...	5	722
Others	6	1,494	2	872	8	2,366
Total	131	22,849	31	11,310	162	34,159

Shipping.

British shipping was about the same as in 1884, while the French, Norwegian, and Swedish flags increased.

Imports.

The imports of coal were about the same as in the preceding year; those of cement fell off, while timber showed a considerable increase.

The entrance to the port and the floating dock have been dredged, two steam cranes have been erected, and a third will be provided.

VICE-CONSULATE OF DIEPPE.

Report by Vice-Consul Lee Jortin on the Navigation, Commerce, and Trade of Dieppe in 1885.

Coal and pig iron.

Coal and pig iron being the two chief commodities imported from Great Britain by this port, I will begin by stating that the quantity of coals delivered at Dieppe in 1885 has been 209,000 tons, as compared with 304,000 tons in 1884. 9,319 tons of pig iron have been imported, as compared with 14,050 tons last year.

Timber trade.

The importation of timber from the Baltic in British steamers is maintained. Previously to 1883 this important branch of trade was carried on almost exclusively by Scandinavian sailing vessels.

Births, marriages and deaths.

There have been 807 births, 164 marriages, and 748 deaths in the entire population of Dieppe in 1885. The public health, therefore, has been good, as the death rate compares favourably with last year. Possibly this may be in some measure attributed to the improved supply of an excellent and pure water to all parts of the town, especially the poorer quarters.

Extension of west pier.

I am informed by the chief engineer of the port that he considers that the new harbour works are making satisfactory progress. The west pier has been extended about 60 yards, and the harbour is being deepened about 8 feet. Two English dredgers, which have been purchased by a French company, are constantly employed dredging. The channel entrance has been widened between the piers to 70 metres, and straightened.

Harbour.

The tonnage of British vessels entering this port has been about Tonnage. 10,000 tons less than last year.

The number of passengers carried by the Dieppe and Newhaven Passenger steamers has been the same in round numbers as last year, viz., 68,000; and the same remark applies to the number of tons of merchandise, 68,000 tons.

Two fine screw-steamers for conveyance of merchandise, 220 tons register each, called "Italy" and "Lyons," were added in March last to the fleet of steamers belonging to that company.

The general nature of the imports has been about the same as in Imports and previous years, namely, coal, iron, timber, asphalt, creosote, coke, exports. china clay, pitch, naphtha, rape seed, and machinery. The exports include flints, whiting, fruit, vegetables, poultry, butter, eggs, wines, spirits, &c.

A new branch of trade has been opened since Christmas with Wood pulp Norway in the shape of wood pulp for making paper. A contract has imported from lately been entered into for 20,000 to be imported at Dieppe. Norway.

As forming part of my Vice-Consular district, I have to report that British ship- the number of British vessels entering the ports of Eu and Tréport for ping at the the past two years has been as follows:— the ports of Eu and Tréport.

	1884.		1885.	
	Vessels.	Tons.	Vessels.	Tons.
Eu	41	4,341	26	2,584
Tréport	138	25,911	162	30,882

A new line of railway connecting Dieppe with Eu and Tréport was opened last year: thus Dieppe and Boulogne are brought into direct communication by rail. Dieppe and Boulogne connected by railway via Eu.

RETURN of all Shipping at the Port of Dieppe in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.		Total Number of Crews.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.		
British	38	4,956	384	177,298	422	182,254	6,067	
Steamers of L. B. and S. C. Railway Company ... ..	...	...	785	192,469	785	192,469	15,834
French	86	6,460	12	3,237	98	9,697		
Steamers of French Company (Dieppe and Grimsby) ... ..	...	...	108	40,946	108	40,946	10,567
Norwegian	53	19,389	23	8,806	76	28,195		
Russian	32	10,131	1	436	33	10,567	9,063	
German	9	2,537	5	2,521	14	5,048		
Danish	18	4,405	6	4,678	24	9,063		
Swedish								
Austrian								
Dutch								
Italian								
Total	236	47,868	1,324	430,391	1,560	478,259	26,107	
Total for the year preceding	343	74,249	1,891	441,422	1,734	516,671	28,344	

Of the above entries 53 British vessels, of 34,745 tons, brought cargoes in the indirect trade.

**RETURN of Principal Articles of Import to Dieppe during
the Years 1884-85.**

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber .. ..	..	..	119,271	422,806
Coals	289,277	..	304,688	182,767
Pig iron	9,819	..	14,050	3,372
The total amount of articles imported .. ..	..	..	441,880	3,698,591

Total amount
of British
shipping in
district.

The total amount of British shipping (excluding the nominal passenger steamers—1,369, of 329,266 tons—at Havre, Honfleur, and Dieppe) which entered the various ports in the district of the Consulate-General in 1885, was 3,389 vessels, of 1,528,515 register tons.

Havre, February 24, 1886.

G R E E C E.

PATRAS.

Report by Consul Wood on the Trade and Commerce of Patras for the Year 1885.

EXPORTS.

THERE was every reason to expect a large and good crop of Currant crop: currants in all places of growth in the Morea and the islands, as the weather in the early part of the year was fine and apparently propitious for the currant vines. In the month of July complaints were heard that caterpillars had appeared on the bunches of fruit, but it was hoped that not much damage would be done, as they had often been observed previously. It turned out, however, when the crop was being gathered that very extensive damage had been done, much rot having spoilt the berries and lessened the quantity in every place. The total crop of 1884 turned out to be 129,268 tons, and as very large young plantations of currant vines are yearly coming into bearing the crop of 1885 ought to have been much larger. It is impossible to say whether any malady is occurring which may continue to lessen our crop. There have been no signs of *Phylloxera* or *Peronospora*, but it is necessary to sulphur the vines, otherwise the oidium would attack them as previously.

The crop of 1885 only reaches 110,000 tons, or 19,268 tons less ^{Size of crop.} than that of 1884, when a large quantity was lost through rain. Many persons turned their attention to finding means of drying their currants by the use of stoves and various other apparatus, but the process was either too expensive or required too much time, so that wooden trays on a small scale seem best adapted for saving the currants from damage by rain. Use has also been made of English cotton grey cloths to cover the currants when on the ground, and it is proposed to let these cottons be imported free of duty, which would increase the importation considerably.

The shipments of currants to the end of the year from the various Quantity places of growth of the crop of 1885, compared with those of 1884, shipped. are as follows :—

Countries.			1885.	1884.
			Tons.	Tons.
To United Kingdom	..	..	55,765	59,629
United States ..	..	..	6,601	8,968
Canada ..	..	..	839	960
France ..	..	..	24,219	16,282
North of Europe ..	..	..	6,016	4,589
Trieste ..	..	..	1,604	3,247
Russia ..	..	..	133	66
Australia ..	..	..	628	796
Total	..	..	95,805	94,527

Stock of
currants.

The stock of currants unsold and held for shipment at the end of 1885, including islands, was as follows:—

					Tons.
In Calamata and Nisi .. .. .	..	..	..	..	1,503
Provinces .. .. .	..	..	..	..	100
Pirgos and Gastouni .. .. .	..	..	..	..	10,500
Patras from coast .. .. .	..	..	..	..	1,500
Islands .. .. .	..	..	..	..	1,500
Total .. .. .	..	..	..	..	15,500

Against a stock of 25,478 tons at same time last year.

A great portion of the stock now existing will go to France, with the exception of a few hundred tons bought for America and the Continent. The shipments to England last spring and summer of the crop of 1884 were to Liverpool 2,000 tons and London 6,500 tons, so that the shipments to the United Kingdom of the crop of 1885 will be about 12,500 tons less than the shipments of the previous year.

Shipments to
France.

The shipments to France will in all probability reach 38,000 tons of currants for wine-making of the crop of 1885, against 39,198 tons of the crop of 1884.

Price of
currants.

The following were the first prices paid in the Morea for currants of different growths:—

Quality.				Per Cwt. Free on board.	
				s.	d.
Vostizza, choicest .. .. .	..	..	In cases ..	31	0
„ average .. .. .	..	..	„ ..	24	0
Patras, finest .. .. .	..	..	„ ..	24	0
„ average .. .. .	..	..	„ ..	21	6
Gulf, good to fine .. .. .	..	..	„ ..	19	0 to
Pirgos, good .. .. .	..	..	„ ..	21	0
Provincial .. .. .	..	..	In barrels ..	17	6
Good to average .. .. .	..	..	„ ..	16	6 to
				17	0

The Vostizza currants were run off with little change, but all other kinds have been sold at 30 to 40 per cent. increase on opening prices on account of the demand for France:—

Five years'
crops of
currants.

					Tons.
In 1881 the crop was .. .. .	..	..	..	..	122,000
1882 „ .. .. .	..	..	..	..	117,000
1883 „ .. .. .	..	..	..	..	115,331
1884 „ .. .. .	..	..	..	..	129,268
1885 „ .. .. .	..	..	..	..	111,000

Value of
exports.

The value of exports by British vessels has been:—

					£
In 1881 .. .. .	..	..	..	..	1,007,840
1882 .. .. .	..	..	..	..	1,088,570
1883 .. .. .	..	..	..	..	1,172,434
1884 .. .. .	..	..	..	..	1,007,120
1885 .. .. .	..	..	..	..	1,316,200

The produce of Pirgos, Nauplia, and Calamata is included in the above value, and that of the quantity grown in the Ionian Islands only in the size of the crop, in order that the total growth may be exactly ascertained.

The crop of grapes was again very small. The shipments of wine Wine crop. to Germany was of the value of 7,000*l.*, against 8,000*l.* in 1884.

The valonea crop has been abundant and of good quality. The Valonea crop. quantity produced in the various districts is :—

					1885.	1884.
					Tons.	Tons.
Atolia	..	..	..	..	5,400	2,500
Cape Papa	..	..	..	..	1,200	900
Maina	..	..	..	..	4,600	1,700
Total	..	..	..	..	11,200	5,100

of which a large quantity is shipping to England at a price to cost 8*l.* and 9*l.* per ton, free on board.

The crop of olive oil has been very small, not more than sufficient Olive oil. for local consumption at equal to 45*l.* per ton, free on board.

The crop of cereals was short, and prices were for :—

Cereals.

					£	s.	d.
Wheat,	per imperial quarter	..	..	..	1	18	10
Barley	" " "	..	..	..	1	0	6
Indian corn	" " "	..	..	..	1	3	0
Oats	" " "	..	..	..	0	17	8
Potatoes	" " "	..	..	..	0	7	7

No export took place.

The exports from Nauplia were less than last year on account of Exports from the short crop of currants and sultana raisins, which were about 1*s.* 8*d.* Nauplia. less than the previous year.

Tobacco was shipped as usual to Holland and France: total value of exports about 39,900*l.*

The exports from Calamata and Messinia were of the value of Messinia and 318,000*l.*, or 22,000*l.* less than in 1884; about 500 tons of figs were Calamata. shipped to England, costing 18*l.* per ton free on board; remainder went to Russia and Trieste.

Neither cotton nor wool was shipped to England.

Cotton and wool.

Prices of
goods im-
ported, duty
paid.

IMPORTS.

Articles.		Price.
Maddapolams, 40 yards ..	..	£ s. d. 0 13 0
„ prints, 20 yards..	..	0 9 0
Cotton water twist, No. 44 ..	Per 10-lb. bundle..	0 10 0
Grey cloths, T, 24 yards {	„ piece, 6½ lbs...	0 9 0
Lead	„ „ 7 lbs. ..	0 10 6
Sugar, in bags	„ cwt.	0 16 0
Coffee	„ „	1 18 0
Pepper	„ „	4 0 0
Alum	„ „	3 2 0
Iron, bar.. .. .	„ „	0 6 8
„ hoop	„ „	0 10 8
„ sheet	„ „	0 6 8
„ Swedish	„ „	0 16 8
Copper, sheets	„ „	0 18 4
Tin, bar	„ „	3 1 4
„ plates, TC	„ „	5 13 0
Dry hides	„ box	1 4 0
Red herrings	„ cwt.	6 8 5
Coals	„ barrel	1 0 2
Rice	„ ton	1 5 0
Codfish	„ cwt.	0 19 0
Salmon in pickle	„ „	1 0 0
Rum	„ tierce	6 0 0
	„ gallon.. ..	0 4 6

State of
market for
imports.

The markets for imports have been inconvenienced by the return of forced paper currency, which caused the exchange to rise about 20 per cent., and importations of British goods was much checked. The Greek Government having borrowed large sums from the various banks in Greece, there will be a continuation of forced paper currency for some years; but when the rate of exchange on England can be ascertained to be fairly steady, importers will be able to make proper calculations for the cost of goods.

Increase of
import duty. The increase of import duty interests British commerce only by increase of duty—

	Per cwt.
	£ s. d.
Indigo	4 0 0
Salted fish	0 8 0
Codfish or stockfish	0 4 9½
Rice	0 3 10
Coffee, unmixed and mixed	1 5 7
Sugar, unrefined, and treacle	0 8 0
„ refined	0 16 0

Indigo had previously been admitted free of import duty, in order to favour the dyeing of native cotton goods.

Value of imports by British vessels for five years.	In 1881	1882	1883	1884	1885	£
	245,280
		244,290
		293,470
		256,500
		210,100

Imports at Calamata and Nauplia were of about the same value as in 1884, say 260,000£. at Calamata and 65,000£. at Nauplia.

The importation of coal reached 7,193 tons, against 14,497 tons in Coal. 1884. There is no apparent reason for this falling off, and it is expected that the quantity required in these parts will be much increased.

No minerals were extracted in the Morea last year.

Minerals.

Exchange rates were at 24 new dr. 80 lepta to 25 new dr. 45 lepta Exchange. from January to October, when the rate rose from 26 new dr. 40 lepta to 30 new dr. 30 lepta and 81 new dr. in the month of December.

The British vessels cleared from Patras during the last five years Shipping. were—

Years.				Number.	Tons.	Crews.
1881	..	..	..	132	115,564	3,428
1882	..	..	..	127	117,576	3,315
1883	..	..	..	140	142,009	3,814
1884	..	..	..	157	153,570	4,028
1885	..	..	..	160	128,886	3,351

The rate of freight was—

	s.	d.		s.	d.
For London from	10	0	and 10 per cent. to	22	6
Liverpool "	10	0	"	22	6
New York ..	..	..	"	20	0
Marseilles ..	..	..	"	15	0
Rouen, per ton ..	..	..	"	20	0
Valonea to England ..	..	..	"	32	6

Rate of freight.

Two large Italian steamers, of about 2,500 tons burthen each, loaded Foreign ship- part cargoes of currants for New York; and 20 Norwegian vessels, of ping. about 550 tons burthen each, also loaded currants for England and France. Of the British vessels that cleared at Patras 124 were steamers, of 124,471 tons, and 86 were sailing vessels, of 4,365 tons.

The Austrian Lloyd's Company has commenced running a new line Passenger of steamers to convey passengers to Greece and the Levant from steamers, new Brindisi. They start from Brindisi every Thursday at midnight, touch line. at Corfu and Patras, and arrive at Corinth every Saturday, in time to catch the railway for Athens. The voyage from Brindisi to Corinth is reckoned to occupy 44 hours. The same Austrian steamer leaves Corinth on her return voyage from Corinth to Patras, Corfu, and Brindisi on Monday at noon, after the arrival of the railway from Athens. This line will be of great advantage to passengers and conveyance of mails.

English steamers continue to run fortnightly from Liverpool to English Patras, and the Greek passenger boats continue to run as usual. steamers.

The breakwater at Patras has not yet made much progress, but Public works. work is going on.

The canal at Corinth is making good progress, as the cutting is now Canal at easier, with sandy ground and less rock. Corinth.

The railway works at Corinth had not been carried on for want of Railway from capital; but 6,000,000 fr. having been borrowed abroad lately, the works Corinth. will be now actively carried on. The line of railway from Corinth to Nauplia has been finished, and a trial trip made. The line will be opened for traffic at the end of January.

The breakwater or mole at Catacolo has been much damaged by Catacolo storms, so that a considerable sum will have to be spent in order to mole. make it quite safe for shipping.

The public health has continued good, and no contagious disease has Public health. appeared in this district.

Patras, January 21, 1886.

PACIFIC ISLANDS.

BAROTONGA.

*Report by Acting-Consul Exham on the Trade and Commerce of
Barotonga for the Year 1885.*

AN impetus has been given to the trade of this group during the past year owing to the New Zealand Government subsidising a steamer for service in the Pacific. Trade im-
provements
and causes.

During the last 10 years the trade has been rapidly increasing, as in the year 1872 the exports hardly came up to 10,000*l.*; while in this year, 1884 to 1885, the exports are 29,190*l.* 13*s.* 4*d.*, as per enclosed Table A., and the imports 26,271*l.* 15*s.* 6*d.*, as per Table B.

By far the largest portion of the trade of this group is done with New Zealand, as this year the exports to the French colony of Tahiti are 5,485*l.*, while the balance—viz., 23,705*l.*—has been sent to New Zealand.

By the returns kept at this Consulate, the total number of vessels entering at this port has been 107, with a gross tonnage of 17,541, as per Table C. Shipping.

The prospects for the next year are not so good, as the decline in the price of cotton in the home markets has seriously affected the cultivation of this article; but, as planters are now planting new seed of year. Cotton pro-
spects for next
year. fine staple cotton, it is to be hoped that things will brighten.

The great drawback is the labour question: by the laws of the islands no foreigners are permitted to import labour, and the natives are too independent to work, except at high rates. Labour.

Table A.—EXPORTS.

Articles.					Quantity.
Cotton ..	..	..	..	Bales ..	845
" ..	..	..	..	Lbs. ..	388,380
Copra ..	..	..	..	" ..	1,860,804
Coffee ..	..	..	..	" ..	103,820
Lime juice ..	..	..	..	Gallons ..	23,607
Whale oil ..	..	..	..	" ..	2,947
Cotton seed ..	..	..	..	Tons ..	170
Arrowroot ..	..	..	..	Lbs. ..	22,236
Pearl shell ..	..	..	..	" ..	13,971
Beche de mer ..	..	..	..	" ..	2,341
Dried bananas ..	..	..	..	Bunches ..	1,447
Bananas ..	..	..	..	Barrels ..	1,248
Oranges ..	..	..	..	" ..	14,989
Pineapples ..	..	..	..	..	7,755
Cocoa nuts ..	..	..	..	..	74,156
Sundries ..	..	..	..	Value ..	3,612 dol. 28 c.

Value, 29,190*l.* 13*s.* 4*d.*

Table B.—IMPORTS.

Articles.						Value.		
						£	s.	d.
Prints	..	..	..	..	..	5,786	0	0
Ironmongery	..	..	..	..	..	3,984	0	0
Grocery	..	..	..	..	..	5,437	0	0
Drapery	..	..	..	..	..	4,100	0	0
Clothing	..	..	..	..	..	4,300	0	0
Sundries	..	..	..	..	..	2,714	16	6
Total	..	..	..	..	..	26,271	16	6

Table C.—SHIPPING at Rarotonga from October 1, 1884, to September 30, 1885.

Nation.					Number of Vessels.	Tonnage.
British	..	..	..	..	60	11,709
"	..	..	..	..	H.M.S. "Constance"	2,360
German	..	..	..	..	19	798
French	..	..	..	..	22	2,124
United States	..	..	..	..	1	408
Native	..	..	..	..	4	122
Total	..	..	..	..	107	17,541

Rarotonga, September 30, 1885.

TRIPOLI.

TRIPOLI.

Report by Consul-General Drummond Hay on the Trade and Commerce of Tripoli for the Year 1885.

SHIPPING AND NAVIGATION.

RETURN of all Shipping at the Port of Tripoli in the year 1885.

EXPORT.

Shipping.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	18	6,009	80	76,815	98	82,824
Ottoman ...	606	5,522	40	20,855	646	26,377
Italian ...	32	10,881	102	70,150	134	81,031
French ...	...	...	69	69,945	69	69,945
Greek ...	129	3,046	1	901	130	3,947
Montenegrine ...	12	1,789	...	...	12	1,789
Other countries ...	2	835	5	4,813	7	5,648
Total ...	798	28,382	297	243,479	1,095	271,861

Total for the year preceding, 618 vessels of 199,654 tons.

CLEAR.

Nationality.	Sailing.		Steam.		Tons.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	19	6,069	82	77,863	101	83,922
Ottoman ...	590	5,662	40	20,855	630	26,517
Italian ...	32	10,881	102	70,150	134	81,031
French ...	...	...	69	69,945	69	69,945
Greek ...	129	3,046	1	901	130	3,947
Montenegrine ...	11	1,641	...	...	11	1,641
Other countries ...	2	835	5	4,813	7	5,648
Total ...	783	26,124	299	244,527	1,082	272,651

Total for the year preceding, 592 vessels of 196,909 tons.

Although much inconvenience to shipping was caused by the renewal, during summer, of the quarantine restrictions of the previous year, the number of vessels which visited this port was large, and there has been an increase in the direct trade in British vessels with Great Britain and the British Colonies, 89 ships of larger size being so engaged, as compared with 83 in 1884. Nearly all the Greek vessels were employed in the sponge fishery, which this year attracted numerous small craft to this coast.

TRADE AND COMMERCE.

Imports and
exports
generally.

Ostrich
feathers.

Ivory.

Esparto.

With the exception of the esparto trade commerce in general has been depressed. Merchants and tradesmen found it hard to obtain a sale for their goods, and met with many obstacles in doing business on anything like the former remunerative terms. Commercial enterprise was impeded, and in some instances had to be suspended or given up altogether. In fact the general complaint is that nothing of importance could be transacted during the year. The ostrich feather trade in particular declined so rapidly as eventually to end in a complete collapse; and the consequences it entailed proved disastrous to all connected with the business, and more or less prejudicially affected other branches of trade. The depreciation of feathers in the London and Paris markets has continued so long without showing any signs of improvement as to exclude all hopes, for the present, of a revival of the trade. It is said the European markets are overstocked with feathers, and there are great quantities of them lying in deposit in this city. Whilst such a state of things continues the demand for and return on capital must naturally remain at a minimum, and as a consequence trade with the interior of Africa is suspended, people hesitating to risk their diminished capital in enterprises to remote parts of the Continent before some signs of amelioration in the feather trade manifest themselves. Little attention is directed towards ivory, this article being now difficult to procure, except in small quantities, and requiring more efficient transport for its conveyance than ostrich feathers.

Business in esparto, however, which had become very slack in 1884, has so far recovered itself as again to be in the position it occupied in more prosperous years. Notwithstanding the low range of prices—10s. to 15s. per ton below the usual rates of the last two years—the supply of this fibre has not diminished, but flowed steadily into market in even greater quantities than before. The quality of the grass is better, as would appear from the general satisfaction it has given in England; and it is anticipated that both the quality and quantity in 1886 will be above the average. Freights for esparto kept low, ranging from 9s. to 12s. the ton for hydraulic pressed bales, and from 16s. to 20s. the ton for those mechanically pressed.

The following returns, though not absolutely exact, are sufficiently accurate to afford a general idea of the position of trade during the year under consideration.

Exports.

RETURN of Principal Articles of Export from Tripoli during the Year
1885.

Articles.	1885.	1884.
	£	£
Esparto fibre	265,000 † (52,500 tons)	69,464 (19,847 tons)
Ostrich feathers	85,000	184,000
Sponges	62,560 (2,300 cwt.) ..	8,000 (280 cwt.) ..
Ivory	12,000	8,000
Native woollen manufactures	8,000	9,000
Goat skins and hides ..	4,000	3,000
Mats	8,000	2,500
Other articles	12,000	28,500
Total	391,560	312,464

† Including 14,000 tons shipped from the Khoms districts.

RETURN of Principal Articles of Import to Tripoli during the Year 1885. Imports.

Articles.	1885.	1884.
	£	£
British cloth manufactures ..	134,280	110,640
Foreign ..	17,500	47,000
Colonial produce	32,950	45,000
Wheat	25,000	4,000
Provisions	25,000	37,000
Tobacco	24,000	20,000
Olive oil	20,000	11,500
Charcoal and firewood ..	9,500	14,000
Rice	9,500	8,500
Raw silk	8,500	10,000
Planks and timber	8,000	9,000
Baracans	6,000	2,000
Venetian and Bohemian beads	5,000	4,000
Gold lace and thread..	4,000	5,000
Coal	3,300 (3,000 tons)	6,000
Wines and spirits	3,000	3,500
Coral beads	3,000	2,500
Iron	2,700 (450 tons)	5,500
Silver, in specie	43,000	55,000
Other articles	79,900	68,500
Total	464,180	468,640

TABLE showing the Total Value of all Articles Exported from and Imported to Tripoli from and to Foreign Countries during the Years 1885 and 1884.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
Great Britain	242,000	147,464	180,180	167,140
Turkey	20,000	30,000	74,000	68,000
France	126,560	130,000	42,000	54,000
Italy .. ..	..	..	60,000	38,000
Austria .. ..	..	..	51,000	65,000
Germany .. ..	..	..	15,000	15,000
Switzerland .. ..	..	..	3,000	7,000
Other countries	3,000	5,000	38,950	54,500
Total	391,560	312,464	464,130	468,640

AGRICULTURE.

The corn crops did not turn out so well as had been anticipated, and the harvest, when gathered, scarcely came up to the average. Olives entirely failed, but dates were plentiful and fine in quality. Owing to the scarcity of pasturage animals as a rule were in poor condition, although no sickness of any kind showed itself amongst them. Prospects for 1886 are not favourable.

PUBLIC WORKS.

Works.

With the exception of a public hospital, erected by the Municipality, nothing under this head has been done during the year. This building, however, is at present almost exclusively used for military patients.

Tripoli, Barbary, January, 1886.

TURKEY.

GALATZ.

Report by Acting Consul-General Vecqueray on the Trade and Commerce of Galatz for the Year 1885.

SHIPPING AND NAVIGATION.

THE number of British vessels that entered the Danube at Sulina General ship-
during the year 1885 was 543, with a net register tonnage of 584,525 ping.
tons, as against 422, of 448,990 tons, in 1884. The total number of
vessels of all nationalities and the total tonnage has been 1,432 vessels British
of 895,824 tons in 1885, as compared with 1,178, of 697,666 tons, in tonnage.
1884. It will be seen that the proportion of British to the total tonnage
is thus a little over 65 per cent. in 1885, whereas in 1884 it was about
64 per cent.

The number of Greek vessels that entered the Danube during 1885 Greek,
was 293, of 108,233 tons, as against 210, of 80,791 tons in 1884; that of Austrian,
Austrian vessels was 102, of 67,060 tons, as against 90, of 44,863 tons, in French,
1884; and that of French 50, of 56,957 tons, as against 51, of 55,110 tonnage.
tons, in 1884.

The state of the river has, throughout the year, been highly satis- State of the
factory. Great progress has been made in the cutting, commenced by river.
the European Commission of the Danube, between the 42nd and 43rd
mile posts, and this work will probably be completed before the end of
1886. When this has been done, the curves that have hitherto proved
the most dangerous to shipping will have been removed. A minimum
depth of water of 15 feet has this year been obtained, a fact which has
given very great satisfaction.

It is a pleasure to be able to state that the year 1885 has passed, as No wrecks.
did the year 1884, without it being necessary to record any wrecks
whatever, either in the river between Sulina and Ibraila, or at the
Sulina Mouth.

The total number of British vessels that entered the port of Galatz British ship-
in 1885 was 173, of 155,696 tons, as against 161, of 134,376 tons, in ping at Galatz.
1884, and of these 119 were either fully or partially loaded; 25 brought
general cargoes, 17 brought coal, and two brought iron from Great
Britain; two brought rice from Rangoon; 23 brought general cargoes,
loaded partly at Antwerp, and completed at London or Liverpool; five
brought general cargoes from Antwerp direct, and one a general cargo
from Marseilles. The remaining 44 were partially laden with grain
from Danube ports for exports.

Freights have ruled very low throughout the year: commencing at Freights.
3s. 6d. per quarter in March, they gradually rose to 4s. 9d. and 5s. in
May; they then fell to 2s. 7½d. in July, rose again to 4s. 3d. in October,
from which time they declined to the end of the season, when they
closed at 2s. 9d. The highest point they reached during the year was
5s., and this was at the time that there were rumours of war, and
merchants feared that hostilities would break out; the lowest point
they reached was 2s. 7½d., the average rate for the year being 3s. 5½d.,
or exactly 1d. less than the average rate for 1884.

Lighterage. Lighterage from Ibraila or Galatz to Sulina averaged during the season 5*d.* per quarter; the highest rate obtained was 8*d.* in December.

IMPORTS.

Imports. No statistics have yet been published showing the import trade of Roumania during 1885; indeed the latest published statistics only bring the trade up to the end of the year 1883. It is, therefore, quite impossible to make any comparison between the import trade of 1884 and that of 1885.

EXPORTS.

Exports. The table (B.) annexed to this report will show the respective quantities of the principal species of grain and other merchandise exported from Roumanian Danube ports through Sulina during the year 1885. This table, as also the shipping return, Annex A., is taken from the statistics published by the European Commission of the Danube. It is impossible to obtain any other statistics which are at all reliable.

EXCHANGES.

Exchanges. The exchange on London, for three months' bills, ruled about the same as in previous years, viz.: from 25 fr. 10 c. down to 24 fr 90 c. Throughout the year there has been much uneasiness amongst merchants, owing to the continual fluctuation in the value of the paper money of the country.

Premium on gold. The premium on gold has been extremely high, as will be seen from the following table, which gives the average rates of premium for the different months in the course of the year:—

	Fr.	c.
January	16	00
February	11	50
March	12	00
April	14	00
May	12	00
June	10	25
July	11	00
August	11	10
September	12	10
October	12	80
November	15	40
December.. .. .	17	60

AGRICULTURE.

Agriculture. The crops throughout Roumania in 1885 were generally good; the weather up to and during harvest time was all that could be desired, and farmers were able to get in their grain in good condition. Wheat, barley, rye, and maize would all appear to have been above the average in quality, and about the average in quantity. Deliveries of new grain were made this year some weeks earlier than in ordinary seasons.

GENERAL REMARKS.

Cattle. During the year there has been a considerable export of cattle from the Danube, and more especially from the Dobrogea to Naples and Palermo, and it is likely that this trade will be further developed in the course of 1886. It may be mentioned that the cattle in Roumania have apparently been entirely free from disease throughout the year.

There has been a large increase in the amount of alcohol exported during 1885: this is, no doubt, due to the fact that at the beginning of the year a law was passed giving a bonus of about $\frac{1}{4}$ d. per degree of alcoholic strength in each decalitre, or $2\frac{1}{4}$ gallons on all spirits exported. It seems that between April 1 and September 30 about 194,788 gallons were exported, whereas for the whole of the year 1884 the exportation of alcohol amounted to only about 17,188 gallons. Alcohol exportation.

A considerable falling off is to be noticed this year in the importation from Great Britain of a certain class of iron goods, such as rails, girders, bridgework, railway material, &c. Almost the entire quantity of these goods that has been imported in 1885 has come from Belgium, whereas formerly Great Britain supplied nearly all the iron required by Roumania. Iron goods.

A remarkable feature in the export trade of Roumania this year has been the large number of consignments of grain cargoes to Belgium. No fewer than 24 vessels, of 21,219 tons (register), from Galatz, and 73 vessels, of 66,288 tons (register), from Ibraila left the Danube with grain cargoes direct for Antwerp in the course of the year. Exportation of grain to Belgium.

Measures are being taken by the Government with a view to the commencement of the building of the docks at Galatz and at Ibraila in the course of 1886. Apparently the dock at Galatz will be about 550 yards long and 220 yards broad, and will cost about 2,500,000 fr. to 3,000,000 fr. The building of the bonded warehouses will probably not be commenced until the docks shall have been completed. Docks at Galatz and Ibraila.

The weather during the sowing of the autumn crops was very favourable, and the prospects for 1886 are considered good. Prospects for 1886.

Annex A.—RETURN of all Shipping which left the Danube in the Year 1885. (Taken from the Statistics of the Danube Commission.)

Nationality.	Sailing.		Steam.		Total.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
Great Britain ...	...	...	543	594,525	543	594,525
Roumania ...	3	555	...	...	3	555
Greece ...	232	44,845	61	63,398	293	108,233
Austro-Hungary ...	11	3,806	91	63,454	102	67,060
France ...	...	...	50	56,957	50	56,957
Turkey ...	342	43,310	...	...	342	43,310
Other countries ...	54	12,342	45	22,842	99	35,184
Total ...	642	104,658	790	791,165	1,432	895,824
Total for the year 1884 ...	515	69,548	663	628,118	1,178	697,666

Annex B.—RETURN of the Principal Species of Grain and other Merchandise Exported from Roumanian Danube Ports through Sulina in the Year 1885. (Taken from the Statistics of the Danube Commission.)

Articles.					Weight or Measure.	1885.	1884.
Wheat	..	..	..	..	Quarters	1,333,234	647,226
Rye	..	..	..	..	"	508,141	392,319
Maize	..	..	..	..	"	2,378,140	2,536,006
Barley	..	..	..	..	"	1,141,450	620,070
Oats	..	..	..	..	"	266,692	15,717
Haricot beans	..	..	..	..	"	96,631	100,944
Millet	..	..	..	..	"	32,526	28,848
Rapeseed	..	..	..	..	"	144,790	44,669
Linseed	..	..	..	..	"	653	1,584
Hempseed	..	..	..	..	"	10,715	689
Flour	..	..	..	..	Cwts.	209,879	63,733
Planks	..	..	..	..	Number	1,491,229	1,690,353
Timber	..	..	..	..	Cubic feet	2,335,589	2,223,086
Old iron	..	..	..	..	Tons	892	154
Cattle	..	..	..	..	Head	5,145	..
Spirit	..	..	..	..	Gallons	162,233	..
Wine	..	..	..	..	"	59,237	25,184

SULINA.

Mr. Vice-Consul Cumberbatch furnishes the following report on the Trade and Navigation of Sulina, dated February 1, 1896.

I.—TRADE AND COMMERCE.

THE trade of Sulina is very insignificant, and tables of the imports and exports for the year 1885 are not obtainable.

Imports. On account of its position as a coaling station, 32,760 tons of coals were imported in 1885 from the United Kingdom.

Other British imports were computed in value at about 4,150*l*.—ship-chandlers' goods figuring for 1,470*l*., hardware for 700*l*., machinery for 330*l*., cotton goods for 200*l*., and other goods for about 1,450.

Exports. About 2,660,000 quarters of grain were loaded at the port of Sulina in 1885, as against about 2,383,000 in 1884; but as this grain is simply transhipped from lighters which convey it down from up-river ports, it cannot be considered as a local export.

Fish. Fish and caviare are exported in great quantities from the three mouths of the Danube, but chiefly to other ports of Roumania.

II.—NAVIGATION.

As a port of transhipment, and as the point of incoming and outgoing of the whole trade of the Lower Danube, Sulina has participated in the great activity of the Danube shipping trade of 1885, notwithstanding the improvements effected in the Sulina channel by the European Danube Commission, whereby greater facilities are afforded to vessels of superior tonnage to ascend the river to load, instead of having their cargoes conveyed to Sulina in lighters to load.

Shipping. The annexed table gives a detailed statement of the sea-going vessels of all nations that entered this port in 1885, exclusive of such

vessels as merely called, in order to effect their entrances and clearances on their way to or from up-river ports.

The strongly-marked tendency of sailing vessels to be replaced by steamers, and of large steamers to take the place of smaller ones, has been maintained. British sailing vessels have entirely disappeared since 1883; the largest vessel last year was a British steamer of 1,567 tons nett register; the average tonnage of British vessels was 1,025, as against 1,015 in 1884.

The bulk of the shipping trade was under the British flag, as it has been for many years. 281 British steamers entered, as against 242 in 1884, the tonnage being 281,057 and 245,852 tons respectively. Of these 281 steamers, 44 came from Great Britain with full cargoes of coal, or part cargoes of general merchandise or coal, and 287 came in ballast from Malta or foreign ports, principally Italian and Egyptian.

Of the 281 British steamers that cleared in 1885, as against 250 in the previous year, 280 cleared with cargoes, principally for Malta or Gibraltar for orders, 33 went to other Danube ports after being partially or wholly discharged at Sulina, and the remaining 18 to other foreign ports.

As regards foreign vessels, the steam tonnage under the Austrian flag represents mainly the weekly mail-boats of the Lloyd and the Danube Navigation Companies, and shows an increase of over 18,000 tons.

The French tonnage, representing the regular boats of the Messageries Maritimes and Fraissinet Companies, shows a decrease of nearly 9,000 tons.

Both the steam and the sailing tonnage of Greek vessels has slightly decreased. Greek tonnage.

Freights from Sulina to the United Kingdom showed no signs of improvement in 1885, as the average rate was 2s. 9½d. per quarter, as against 2s. 10½d. in 1884 and 8s. 4d. in 1883.

The depth of water on the Sulina bar has been maintained at 20½ feet. Sulina bar.

A permanent beacon, 19 ft. 6 in. high, has been erected at the extremity of the southern breakwater of Sulina, for the guidance of vessels entering the port in heavy weather, when the end of that breakwater is submerged. New beacon.

III.—GENERAL REMARKS.

In 1882 an attempt was made to supersede hand labour by steam elevators in the grain-loading operations, as mentioned in my report that year. The enterprise has so far failed, owing to strenuous local opposition and the absence of support on the part of shipowners in general, whose real interest it is to assist such an institution.

A "ring" of stevedores was formed in the spring of 1884, thus enabling them to maintain the price of loading and trimming grain cargoes at 1½d. per quarter until the early autumn of 1885, when the "ring" collapsed, and the price was again reduced to ¾d. per quarter.

RETURN of all Shipping at the Port of Sulina for the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
British ... ..	...	...	281	289,067	281	289,067
Roumanian ... ..	...	...	2	145	2	145
Austro-Hungarian .	2	516	91	63,454	93	63,970
French ... ..	...	...	51	54,421	51	54,421
Other countries ...	28	2,580	53	23,856	79	26,706
Total	28	3,366	478	430,948	506	434,309
„ for the year 1884 ...	36	3,651	475	359,297	511	392,948

Galatz, February 20, 1886.

JEDDAH.

Report by Consul Jago on the Trade and Commerce at Jeddah for the Year 1885.

As the influx of pilgrims to the shrines of Mecca and Medina form Pilgrimtraffic. the chief source of support to the population of the Hedjaz, both townspeople and Bedouins, I begin this report by stating that the numbers this year of pilgrims far exceeded those of late preceding years, as was expected in view of the Haj day (September 18) falling, like in 1871 and 1880, on a Friday. The numbers arrived in 1885 at Jeddah were 53,010, against 31,157 last year.

The following shows the total numbers during the past 19 years:—

1867	..	..	..	..	22,538
1868	..	..	..	..	27,183
1869	..	..	..	..	24,910
1870	..	..	..	..	29,760
1871	..	..	..	..	56,173
1872	..	..	..	..	30,000
1873	..	..	..	..	35,867
1874	..	..	..	..	40,091
1875	..	..	..	..	35,279
1876	..	..	..	..	33,758
1877	..	..	..	..	42,718
1878	..	..	..	..	30,487
1879	..	..	..	..	42,860
1880	..	..	..	..	59,659
1881	..	..	..	..	37,785
1882	..	..	..	..	25,580
1883	..	..	..	..	23,838
1884	..	..	..	..	31,157
1885	..	..	..	..	53,010

The nationality of the pilgrims in 1885 was as follows:—

Egyptians	..	..	..	..	11,013
Turks and Syrians	..	..	..	..	10,709
Japanese	..	..	..	..	8,377
British Indians..	..	..	..	..	8,318
Mogrebins	..	..	..	..	7,358
Temenis..	..	..	..	..	2,320
Arabs	..	..	..	..	1,571
Persians..	..	..	..	..	1,422
Soudanese	..	..	..	..	202
Arrived by native coasters, nationality unknown					1,730
Total	..	..	..	..	53,010

While British Indians and Javanese show no increase when compared with last year, the numbers of Egyptians, Turks, Syrians, and Mogrebins (Tunisians and Algerines) show a very considerable increase. The non-increase of Indians and Javanese is explained by the prevalence of the monsoons, fear of cholera, quarantine, &c. As usual the bulk of the pilgrims from all parts belonged to the poorer

classes; but still, taking the low estimate of 30% all round as the average amount of cash brought into the country by each pilgrim, and expended during the pilgrim season in camel hire, subsistence, and return passage, it would seem that over 1,000,000*l.* sterling is annually imported and spent in the Hedjaz.

COMPARATIVE Return of Pilgrims Arrived at Jeddah by Sea between the Years 1877 and 1885.

Year.	Indians.	Malays.	Persians.	Turks and Syrians.	Moors.	Egyptians.	Arabs from Soudan, Yemen, and Hydrabant.	Total.
1877 ...	7,781	9,243	1,886	3,271	8,951	7,599	3,987	42,719
1878 ...	8,910	7,289	3,349	3,842	2,290	3,163	1,645	30,487
1879 ...	10,894	8,787	3,506	7,995	2,288	3,469	5,931	42,860
1880 ...	13,113	13,594	3,390	7,679	6,605	9,541	5,537	69,659
1881 ...	8,596	6,256	2,428	5,951	3,609	6,666	4,389	37,785
1882 ...	9,630	6,239	2,460	1,893	600	596	4,238	25,580
1883 ...	10,146	7,898	2,151	3,567	3,567	293	2,765	27,283
1884 ...	9,262	7,716	268	6,348	1,329	2,387	2,496	31,157
1885 ...	8,318	8,377	1,422	10,709	7,358	11,013	5,823	53,010

1880 and 1885 were exceptional years, owing to the Haj falling on a Friday.

Shipping.

The above return shows a considerable increase in British shipping. The French flag has almost entirely abandoned this trade, while the Dutch steamers, although showing a large aggregate amount of ships and tonnage, merely call here during the pilgrim season to land or ship a few pilgrims on their voyage between Java and Holland, but bring or take no cargo.

Although no statistics are procurable here, it is estimated that nearly three-fourths of the trade of Jeddah is in British bottoms—the carrying trade between India, the Persian Gulf, and Jeddah—the principal trade here being wholly under the English flag. As regards imports from England, such are made as far as Suez by the various English lines and then transhipped by Egyptian steamers to Jeddah, the large English lines not finding it to their advantage to touch here, with the exception of one line, calling here once a month between London and the Persian Gulf.

As regards the pilgrim passenger trade, the following shows the proportion of pilgrims brought by various flags during the last four years from the different ports of the Mohammedan world:—

	1882.	1883.	1884.	1885.
British	63.0	58.7	55.0	41.5
Egyptian	15.2	10.6	17.6	24.9
Italian	"	"	1.4	8.5
Turkish	2.5	6.7	1.8	7.1
Dutch	0.6	5.2	6.9	5.4
Austrian	5.4	11.0	6.2	4.3
Zanzibarian ..	6.0	4.7	4.3	2.2
German	"	"	2.5	1.8
Russian	0.6	"	"	0.9
French	1.9	3.1	1.6	"
Native coasters ..	4.8	"	2.7	3.4
Total	100	100	100	100

Of the return pilgrim traffic the following was the proportion taken per flag during the last two years from Jeddah, the returns for the preceding two years not being procurable:—

	1884.	1885.
British	62.5	56.2
Egyptian	2.0	8.9
Dutch	12.6	8.6
Austrian	8.3	7.4
French	2.3	"
Turkish	"	7.3
Italian	"	5.9
Zanzibarian ..	6.2	3.7
German	5.6	0.7
Native coasters ..	"	1.3
Total	100	100

TRADE AND COMMERCE.

Trade in general still suffers from stagnation, and of late the consuming power of the country, little as it is, has visibly declined, chiefly owing to the smallness of means of the vast majority of the pilgrims, the chief customers. Although no data can be obtained from the Custom-house, the following items of the chief articles of the British import trade may be of interest:—

From—	Articles.	Value.
		£
England	Manchester goods ..	78,000
"	Coals	4,000
India	Rice	150,000
"	Silks	100,000
"	Drugs and spices ..	200,000
"	Breadstuffs	20,000
"	Iron	2,000
"	Coffee (Ceylon) ..	3,400
"	" (Singapore) ..	9,000
Singapore	Tea and silk (China) ..	20,000
"	Tin and timber ..	12,000

As regards the exports from the Hedjaz, those are confined to gum, skins, and mother-of-pearl shells fished in the Red Sea. Of gum the production of the Hedjaz was one-third less than usual, owing to deficient rainfall in the interior, but the high prices ruling for this article caused large quantities to arrive from Assyr. The value of the total production is estimated at 24,000*l.*, of which 19,000*l.* worth was exported chiefly to Cairo for resale and export to Europe and America. 23,000*l.* worth of sheep and goat skins were exported to England and America, of which 15,000*l.* worth came from Assyr. Of mother-of-pearl shells 42,000*l.* worth was exported, the greater part to Trieste, the remainder to Cairo, Jerusalem, London, and Marseilles, the quantity brought to Jeddah for sale being about the same as last year.

QUARANTINE AND THE PUBLIC HEALTH.

The Haj of 1885 passed over without any outbreak of choiera, to the surprise of many.

Owing to the great heats, vast agglomeration of pilgrims this year, and the usual insanitary state of Arafat, Mûna, and Mecca, an epidemic was generally feared. All arrivals of pilgrims from India were subjected to ten days' quarantine at Cameran, but no cases of cholera occurred, and the pilgrims, after spending ten days in reed huts with the thermometer between 108° and 111°, were allowed to return on board ship and proceed to Jeddah. The sufferings and hardships endured at Cameran by pilgrims are very great, and will yearly increase as the Haj season draws more towards summer and the terrible heat increases. No superior accommodation is provided for those of better means than for the masses, and in consequence the former are conspicuous by their absence, and prefer not to come at all than to risk serious illness in doing so.

The revenue derived from the Turkish Red Sea lazarettoes, namely, Cameran and Abu Saad and Wasta (the two latter near Jeddah), is stated to amount to about 10,000*l.* a year, and goes to make up the

deficiency between cost of maintenance and revenue of the lazarettoes in the Archipelago, &c., where some regard is paid to health, comfort, and decency, which are ignored in the Red Sea. If a quarter only of this local revenue were allowed to be expended yearly in the erection of permanent stone buildings to take the places of the present reed huts, which require renewing and rebuilding every season, a great pecuniary saving would be effected, whilst most beneficial results would naturally follow to the health and comfort of those who contribute so large a proportion of the total cast of quarantine establishments in the Turkish Empire.

Jeddah, January 12, 1886.

UNITED STATES.

BALTIMORE.

Report by Consul Donohoe on the Trade and Commerce of Baltimore for the Year 1885.

SHIPPING AND NAVIGATION.

THERE has been a very considerable falling off in the number of British steamers at this port during the year. This has arisen from the low freights that have prevailed and the falling off in the grain export trade, which seems to have diminished at all the Atlantic ports.

The following table shows the movement of shipping at this port during the past year, not however taking into account the coasting trade, which is entirely confined to vessels under the American flag. The return of American vessels represents the entries and clearances to and from foreign ports only.

RETURN of all Shipping at the Port of Baltimore in the Year 1885.

RETURN.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	59	27,928	306	424,140	365	452,068
American	169	55,132	7	1,568	176	57,700
German	20	20,493	30	74,450	50	94,943
Spanish ... ..	...	...	11	25,689	11	25,689
Italian	25	14,900	...	...	25	14,900
Norwegian	13	8,663	3	2,192	16	10,855
Total	296	123,114	356	528,039	642	656,153

Total for 1884 724,630,139

CLEAR.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	53	25,322	309	429,024	362	454,346
American	189	55,471	9	3,532	198	70,003
German	21	18,108	30	76,651	51	94,759
Spanish ... ..	...	...	11	25,689	11	25,689
Italian	24	14,490	...	...	24	14,490
Norwegian	13	8,619	3	2,192	16	10,811
Total	300	133,010	361	537,088	661	670,098

Total for 1884 764,706,316

TRADE AND COMMERCE.

I annex a table showing the principal articles of export and import at this port during the last two years.

RETURN of Principal Articles of Export from Baltimore during the Year 1885, calculated at \$5 to the £1 sterling.

Articles.		1885.		1884.	
		Quantity.	Value (in sterling).	Quantity.	Value (in sterling).
Wheat	Bushels ..	4,537,922	Total value of exports, £20,977,239 sterling.	16,524,524	Total value of exports, £23,471,888 sterling.
Corn (maize) ..	" ..	13,523,857		5,051,895	
Flour	Barrels ..	1,051,262		444,941	
Cotton	Bales ..	107,028		209,391	
Petroleum ..	Gallons ..	11,847,556		15,158,733	
Tobacco ..	Hogsheads ..	37,680		43,192	
Bacon	Pounds ..	11,299,277		3,009,121	
Quercitron bark	Bags ..	53,042		53,602	
Live cattle ..	Head ..	17,897		15,221	
Coal	Tons ..	71,527		59,239	
Lard	Pounds ..	15,838,524		4,338,922	
Roain	Barrels ..	33,490		58,749	

IMPORTS.

Articles.		1885.		1884.	
		Quantity.	Value (in sterling).	Quantity.	Value (in sterling).
Coffee	Bags ..	501,527	Total value of imports, £2,376,180 sterling.	471,977	Total value of imports, £2,392,395 sterling.
Tin plates ..	Boxes ..	455,902		475,599	
Iron ore ..	Tons ..	78,882		185,930	
" PG	" ..	6,178		7,527	
Salt	Sacks ..	354,653		339,446	
"	Bushels ..	103,554		64,464	
Chemicals ..	Packages ..	30,623		30,033	
Brimstone ..	Tons ..	14,796		13,219	
Nitrate of soda	Bags ..	13,412		34,463	
Guano	Tons ..	11,423		19,464	
Oranges and lemons	Boxes ..	43,638		62,589	

Grain.

The quantity received by the four lines of railway at this port has been 25,271,766 bushels, about half of which has been carried by the Baltimore and Ohio line.

Wheat.

The short crop and small demand for export with speculation running up the price to a fictitious value has caused a large falling off in the export trade.

Corn.

There has been more demand for corn for exportation, and there has been a considerable increase in the quantity sent forward.

Flour.

Flour has been exported in much larger quantities than in former years.

There has always been a considerable trade in this article with Brazil, but now a demand for it seems to have sprung up in Great Britain, and a great deal has been exported during the year.

The export of bacon and lard has very much increased.

Bacon and lard.

The export of cotton has fallen off considerably; it never amounted to much from Baltimore, but is now considerably reduced in consequence of railway discrimination in favour of other ports, and the steamer connection with the southern ports not being as efficient as in former years.

Cotton.

The table of imports does not call for any particular remarks, as it shows but little change from the quantities of the few articles imported in 1884. As long as the American tariff remains as at present, not much improvement can take place in the way of imports, and as far as this port is concerned there has been a tolerably steady decrease in the value of imports for the last eighteen years.

Gradual decrease in imports.

The exports at this port, which in 1879 and 1880 were large, are since then gradually dwindling away.

Decrease in exports.

The grain trade, which was once very extensive, is now much diminished, and I see but little chance of its increasing when so many of the vessels engaged in it have to come here light, so that the low freights that have prevailed for outward cargoes give little inducement to owners of steamers to send their vessels to this port.

I find it is not possible to obtain at this port the statistics necessary for a table giving the values of the imports from and exports to each country, as I am informed by the Custom authorities that the foreign trade is not kept by countries.

Foreign trade.

The principal trade with Great Britain consists in the importation of tin plates, chemicals, dry goods, earthenware, salt, and manufactures of iron and steel, and the exportation of grain, tobacco, cotton, and provisions.

British trade.

POPULATION AND INDUSTRIES.

The trade which employs the greatest number of hands in this State is the packing trade for oysters, fruit, and vegetables. In Baltimore there are 132 establishments employing 23,000 hands.

Packing trade.

There are 32 tobacco factories, employing about 2,750 hands.

Tobacco factories.

There are 21 cotton mills in the State, with 4,300 hands employed.

Cotton mills.

There are a large number of hands employed in building.

Building trade.

There were 8,222 deaths in Baltimore during 1885; of these 3,250 were of children under five years. The births were 7,797 for the year. The greatest number of deaths were from consumption, and amounted to 1,290 persons.

Health and vital statistics.

The number of immigrants landing here were 8,285 in 1885, and 30,820 in 1884. The great falling off at this port was occasioned by the low railway fares from New York to the West, immigrants being taken to Chicago for one dollar.

Immigration.

Baltimore, February 5, 1886.

NEW ORLEANS.

Report by Consul De Fonblanque on the Trade and Commerce of New Orleans for the Year 1885.

AGRICULTURE.

I GATHER from intelligent observers, who have formed their opinions upon personal experience of the agricultural resources of this State, and by comparison with what has been done elsewhere, that four things are necessary for its prosperity:—

1. Scientific inquiry into the best manner of increasing the yield of its crops per acre.

2. Premiums to farmers for the encouragement of experiments in the above direction. Reforms for benefit of agriculture.

3. An extension of banking facilities.

4. Summary jurisdiction in cases of petty theft.

I will consider these in their turn:—

1. *Scientific Inquiry, &c.*—This has already been commenced with regard to the cultivation of the sugar cane and the manufacture of its produce—under the auspices of the University of Louisiana at Baton Rouge—and good results are expected. But there remain many other problems; such, for example, as the use and choice of fertilisers for other crops, the protection of these against insects, the prospects of fruit (and notably grape) culture, &c., to be considered, with careful note of results, under skilled supervision. Scientific inquiry.

2. *Premiums to Farmers.*—In other States the yield per acre has been wonderfully increased by these inducements. The value of land is comparatively low, and there is plenty of it to be obtained; but it is obvious that in a country where good main roads (or indeed any roads worthy of the name) are, to say the least, scarce, where those which exist are frequently impassable, and time is of importance in gathering and sending crops to market, the more compact a farm is made the more profitable it is likely to be. Premiums to farmers.

3. *Banking Facilities.*—The terms of credit for plantation supplies are about 40 per cent. to 50 per cent. In other States farmers' banks abound, and money can be obtained for 8 per cent. to 10 per cent. With money in his hand the farmer can go into the market and buy exactly what he wants at the current rates, whereas in the hands of a New Orleans factor he has to take what the latter pleases and pay what he demands. Here I may say that the capital employed by the banks is by no means adequate to the general commercial wants of the district. Banking facilities.

4. *Summary Jurisdiction, &c.*—The law of Louisiana requires that every larceny shall be tried before a jury, and here this mode of trial is fraught with delays, objections, and adjournments. The practical result is, that it is found better policy to keep nothing liable to be stolen than to rely upon the law for the protection of property that can be easily filched. Thus, in many rural districts, such pursuits as breeding poultry and cultivating fruit and vegetables, which are valuable to the farmer's wife and children elsewhere, cannot be taken up. Summary jurisdiction for petty theft.

Necessity for
other crops
than cotton,
sugar, and
rice.

For many years agricultural Louisiana has relied upon her cotton and her sugar to the exclusion of all other produce, and farmers have bought food for themselves and fodder for their mules. Lately a wiser system has prevailed, and rice has been added to the list of staple products with great success. But there are strong indications that the duties on foreign sugar will be so lowered as to make its manufacture in this country unprofitable, and rice has already received a serious blow, as will hereafter appear. It seems, therefore, that great changes must be made in the cultivation of this State, and that the four principles stated at the head of these remarks should have immediate attention. She would do well to take a lesson from her once despised sister Arkansas, whose agricultural display at the World's Cotton Centennial Exposition was in quality and variety second to none in the whole building.

The cotton
crop.

Cotton.—The crop of 1885-6 is now estimated at 565,000 bales. The manner in which it profits New Orleans will be made the subject of remark further on.

Rice.

Rice.—This crop, which produced 73,424 barrels in 1872-3, is estimated for 1885-6 at 392,360, but some of this is of inferior quality owing to unfavourable weather in the summer. The "blow" above referred to was delivered in the form of a decision by the Secretary of the Treasury in the case of a shipment of so-called "granulated rice" imported in June last, fixing the duty at 20 per cent. ad valorem, instead of at $2\frac{1}{2}$ c. a lb., the rate fixed for clean rice. Upon this subject I beg to quote as follows from a remonstrance made by a delegation of rice planters at Washington in October:—"Without questioning the evidence as to this particular parcel having been subjected to some intentional process or other by which the grains were broken, it is submitted that rice precisely similar to this, and undistinguishable from it, may be obtained by the simple process of screening a parcel of the same grade of rice, as it used to be imported into the United States prior to 1893. There is nothing but the evidence in this particular case (furnished by certificates of the European shippers) to show that this parcel has not been obtained by screening, and that it bears precisely the same relation to the foreign rice, now imported at $2\frac{1}{2}$ c., that middling or broken, or No. 2 rice, bears to whole rice in the classifications of the Charleston, Savannah, and New Orleans markets respectively for the domestic article.

"This being the case, it is submitted that whatever may have been the process to which this particular parcel of rice was subjected, such process was not a necessary means of reducing rice to that condition, although it may have been intentionally resorted to in this case for the purpose of bringing this parcel into the United States at a less duty than $2\frac{1}{2}$ c. a pound. That the resort to such process, whatever it may have been, could have been induced for no other purpose is rendered obvious by the consideration that, at the locality where the process was performed, the effect of the application of the process must have been to reduce the market value of the article so treated, since broken rice is worth less than whole all the world over; and no rice, foreign or domestic, is ever intentionally subjected to any similar process here, because its value would be thereby diminished.

"If, therefore, all the rice in the 1,000 bags in question was really subjected to an intentional special process, such process was not adapted to any purpose whatever, except to serve as a pretext for escaping the duty imposed by law. Again, since the process employed in this particular has made no change in the physical, chemical, or edible properties of the rice subjected to it, since its whole effect has been to reduce the entire parcel to that broken condition to which a

considerable part of every parcel of clear rice is reduced by the ordinary process of cleaning, it is submitted that the fact of such a process having been resorted to cannot suffice to take the cleaned rice subjected to it out of the category of 'rice cleaned,' and put it into the category of the manufactured article not otherwise enumerated or provided for. To illustrate this in a practical way reference is asked to the sample of Louisiana rice herewith. This sample represents rice as it comes upon the market from the mills at New Orleans. It will be seen that a certain proportion of the grains are broken.

"Owing to the softer character of the East India rice, a much larger percentage of it is broken in cleaning—probably one-third in weight. These things being so, it is manifest that when the law was passed by Congress fixing a duty of $2\frac{1}{4}$ c. upon clean rice, it was known and considered that foreign rice consisted of, say, two-thirds whole grains and one-third broken grains; but now, if the broken grains separately imported are admitted at a duty of 20 per cent. ad valorem, which is less than half a cent a pound, and twice their weight comes in in whole grains obtained by screening at $2\frac{1}{4}$ c. a pound, the total quantity of foreign rice brought into the country will pay an average duty of only 1.66 c., instead of $2\frac{1}{4}$ c. a pound, as the law requires. It is immaterial whether the rice imported as 'broken' is obtained by screening or by special process devised for the purpose.

"An ordinary parcel in England or Germany being once screened, and the whole grains separated, these whole grains may be imported into New York two-thirds whole at a duty of $2\frac{1}{4}$ c. a pound, and one-third broken by special process at a duty of less than half a cent a pound. It is notorious that in New York the foreign whole and the foreign broken are purchased for the purpose of being again mixed together; so that, commercially, the effect is precisely the same as if the original parcel, as it came from the mill, had been imported at a duty of 1.66 c. a pound.

"This result is a practical nullification of the law to the detriment of the interests intended to be protected by it, and, so long as the importations remain constant in quantity, to the detriment also of the public revenue. If, however, the effect of the reduction of duty thus obtained should be to so increase the importations of foreign rice as to raise the revenue derived from the $2\frac{1}{4}$ c. and the 20 per cent. ad valorem duties to an aggregate equal to the average of former years, then the injury inflicted upon the interests intended to be protected by the law will be immeasurably intensified; and it is the manifest tendency toward this disastrous result that has caused the present respectful remonstrance to be made."

Sugar.—This precarious crop has turned out much better than was expected. The acreage planted was less than the preceding years, but the yield per acre is better and the expenses less than in any year since the war. The crop is estimated at 200,000 hogsheads, or (about) 250,000,000 lbs.; and prices range from 1 c. to $1\frac{1}{2}$ c. better than last year, owing to increased demands from refiners. Whether the duty on foreign sugar (beet and other), which renders this profit possible, can be kept up, is a question which causes much anxiety to planters, as it would seem that some Northern protectionists are prepared to jettison some of this impost in case of a storm.

Ramie.—The possibility of utilising this plant is again under discussion, and I am told that the difficulties which have stood in the way of its decortication and manufacture are in a fair way to be removed; but as this has been said several times during the last twelve years, I suspend my remarks on the subject.

MINERALS.

Of the discovery of iron fields in North Louisiana and the prospects of working them, Mr. Enderin, a mining expert, reports:—

Report of
mining
engineer.

"I have confined my investigations to the northern tier of parishes, viz., Caddo, Webster, Claiborne, Lincoln, Union, and Bienville.

Iron industry
in North
Louisiana.

"From my observations in those parishes, carried on during the last three months, during which time I have been some 65 or 70 days in the saddle, I believe the iron industries of North Louisiana can be made profitable if they are properly managed, but I do not believe they will become equal to those of Alabama.

"The most profitable way of working them would be first and foremost by the establishment of small furnaces of 15 or 18 tons. These small furnaces would supply material to hollow-ware and stove-foundries, nail works, car-wheel factories, &c. The manufacture of these articles from the iron produced by such furnaces would give all the profits that the iron is capable of yielding. In this way, also, other industries connected with and dependent upon the first would be created, and we should get factories for carriages, wagons, agricultural implements, &c.

"Then, again, timber of excellent quality abounds throughout this iron section of Louisiana. The ash, the hickory, and the walnut are found everywhere, and this abundance offers great advantages to persons desirous of engaging in other businesses.

"If iron manufacturers were to go into Northern Louisiana and establish large furnaces such as they have in Alabama, the iron being so scattered, covering the entire surface, more or less, the cost would be very great, and the field would probably be exhausted sooner than is desirable: therefore it is that I advocate the erection of small furnaces only.

Character of
iron ore.

"The iron goes to a depth of about five feet on an average, not compact, but percolated through the earth to that depth, and its quality is the best, as good as can be found anywhere. Then there is found here another kind of iron that will perhaps be eventually used—that is, silicious iron. This cannot be used alone, because the amount of slag arising from the too great abundance of silex would clog the furnace, although silex is necessary to a certain extent for fluxing. But this silicious iron may some day be used in the same furnace with other iron free of silex.

Fuel.

"I think no coal can be found in Louisiana. But fortunately this iron should be treated with no other fuel than charcoal, and of this there is the greatest abundance to be obtained from the enormous supply of pine in this section.

Limestone.

"Limestone is another essential in the manufacture of iron, and plenty of this is to be found in the region immediately surrounding Shreveport. There is cause for congratulation in this, because the lack of limestone frequently places a great hindrance in the way of manufacturing iron. It is absolutely necessary for fluxing purposes. Now there is a good deal of limestone in many other parts of the State, but in places from which it would be difficult to transport it to the iron section of Louisiana. The limestone around Shreveport has not been tried yet, but I have no doubt as to its answering the purpose very well. If so, it would be ready to hand within a mile or two of many of the furnaces that would probably be established along the Vicksburg and Shreveport Railway, which would no doubt be the line of transportation for the limestone. I fully believe that if these small furnaces were started as I have suggested, the other industries that I have

named would soon follow in their train, and Northern Louisiana would manufacture her iron into goods that would be distributed all through Southern Arkansas, North and East Texas, part of Mississippi, and the whole state of Louisiana, and that would be the means of adding greatly not only to the capital of our State, but to her population."

Marble of a fair quality has also been discovered.

THE LABOUR QUESTION.

The future of New Orleans as a seaport appears to me to depend upon a solution of this most important and difficult question.

A veritable "burning" question, which has not been touched (except in these reports) until very recently, on account of the political danger incurred. The Press is now obliged to take it up, but does so with gloved hands on account of the fate ("boycotting") which befell a newspaper which dared to offend the working men's counsel by speaking out.

The following is from the "Times Democrat" of October 25th, 1885:—"Almost every day our commercial columns contain items like the following, taken from the 'Times Democrat' of yesterday: 'The shipments of cotton on Friday to vessels loading for all ports amounted to 10,431 bales, of which 4,890 were in transit, and 5,541 shipped from city presses.' We have recently given statistics to show the great change which has taken place in the cotton trade of New Orleans during the last five years, and have called attention to the momentous fact that New Orleans is annually becoming, to a greater and greater extent, a mere point for export of cotton, instead of being a market for the actual handling and sale of the great staple. Is it not time that some steps were taken to inquire into the real causes of this state of affairs, and to arrest this diversion of our trade? While cotton passing through this port in transit leaves some money in the community, yet it leaves much less than would the same quantity of cotton handled in the usual way. The tendency of modern commerce is to take the most direct routes, and to avoid all charges, as far as possible; yet there are other considerations besides mere cost which govern merchants in the transaction of their business. First among these considerations is safety—an element which the transit cotton business, at present, conspicuously lacks. A new Orleans exporter, who purchases 1,000 bales of cotton from a country buyer, and lets the cotton pass through this port in transit, avoids a very considerable expense in the way of handling, but he also runs a risk which he would not take if the inducements were not very great; for in that case he has no opportunity to examine the cotton he has bought, or to verify the weights of the invoice for which he pays. During the last two seasons, when the crop was almost entirely devoid of grades below low middling, and the difference of value between the various grades were small, the risk as regards classification was slight. But the case is different now. The present crop contains an abundance of very undesirable low cotton, and the exporter may easily lose more from deficient classification and weights in cotton bought in the country than he saves in the cost of handling. Yet, so long as the difference between the cost of handling cotton in transit and selling it here remains what it now is, the temptation to adopt the apparently cheaper method will be most irresistible."

The labour question.

Changes in the cotton trade.

The real causes of this state of affairs are patent to all: they are the arbitrary regulations and excessive prices imposed by the powerful labour organisations. Here are details of the consequences given by the Cotton Exchange and its President:—

Cotton in transit.

Causes of loss to New Orleans.

"The outlook for our cotton trade is anything but cheering, and if we are to judge by the figures for the past few years there is abundant cause for alarm. During the past season the percentage of our receipts, both net and gross, that has passed through the port without stopping has been larger than ever before known, and it looks as if the custom of buying in the interior, and using New Orleans only as a means of exit, is likely to increase largely in the near future, unless means can be devised to stem the current.

Loss of local trade.

"Referring to the business of the seven months, to March 31st of this year, we find that the number of bales handled in presses has fallen off nearly 100,000. This decrease is not warranted by failure of the crops in this section, nor is it due to diversion of trade tributary to New Orleans in favour of other ports. It represents almost wholly a loss of local trade. Compared with former years we find that from 1880-81 to 1883-84 the proportion of the crop handled in New Orleans decreased 120,000 bales—that is, had our percentage of the crop in 1883-84 been the same as in 1880-81 we should have handled about 1,223,000 bales instead of 1,103,000 bales.

"This year the crop is said to point to between 5,650,000 and 5,700,000 bales; at all events, it will not vary much from those figures. Assuming 5,650,000 as a basis, we shall not handle more than 17½ per cent. of the crop. In other words, our trade will fall below 1,000,000 bales, and we have lost of our trade proper during the last five years nearly 220,000 bales.

"The situation of the cotton trade of New Orleans demands the most serious consideration of those interested, including the labourers, pressmen, and merchants. There is a difference between what is called 'croaking' and a plain statement of stubborn facts, and I am candid in my answers, because I consider that the truth should be known, and if possible the proper correctives applied.

Through shipments f.o.b.

"The startling increase of through shipments this year at the expense of our local trade indicates how strong a hold this f.o.b. business, as it is called, has taken. Facilities for buying, compressing and shipping from interior points are multiplying on all sides, and there is an undoubted disposition manifested by the railroads to discriminate against New Orleans in favour of through business.

"The main causes for this condition of our business may be summed up in three words, 'dollars and cents.' Buyers and shippers state that it costs them less to handle cotton direct from the interior than in New Orleans. It is not necessary to argue this point; the facts are that the transit cotton has increased within the past five years 38 per cent. In the years 1880-81 we had gross receipts of 1,883,849 bales, of which 466,170 were in transit. For the first seven months of 1884-85 we had gross receipts of 1,609,941, of which 646,907 were in transit. The latter is for the seven months ending March 31st, 1885. During April this year our receipts were 39,805 bales, of which only 11,366 bales went to presses, and last month (May) we received 17,572, of which 5,088 went to presses. This is a matter in which labourers, pressmen, and merchants are all concerned. In fact, I may say that the entire city of New Orleans is most deeply concerned, as cotton is the principal mainstay of this community. The labourers are the first to seriously reel the effects. There is no knowing how much deprivation may be caused among that class during the ensuing dull season, because of the falling off there has been in their work. Whatever they may do, if this condition of a steadily diminishing trade goes on, it is only a matter of time before there will not be sufficient work to go round. The number of labourers is not decreasing, while the work is. Every

inch we lose now will count doubly against us in our efforts to regain Warning to our trade. Each year, unfortunately, the system of buying in the labour interior becomes more perfect, and some of our best people are making arrangements to engage in it."

Respecting these f.o.b. (free on board) shipments the "New York Shipping List" says:—"It is but a few years ago that the chartering of all cotton tonnage, steam as well as sail, and from whatever port shipments were made, was accomplished at this port. It was here that agents always sought employment for their vessels, and that shippers sent their orders for tonnage. With the advent of what is known as the 'tramp' steamer this business, however, gradually drifted to the other side of the Atlantic, where these steamers were owned and managed, and until quite recently the greater portion of the business which had centred here was transacted in Liverpool, Havre, and other European ports. These steamers were enabled to accept such low rates of freight that so long as tramp steamers monopolised so large a share of the ocean-carrying traffic there seemed to be little change of the engagement of any considerable part of the cotton tonnage returning to this side; but it appears that in this respect a new departure has been taken, and another radical change is taking place. Arrangements have been completed with the railroads running to the principal cotton shipping ports of the South, the several lines of coast steamers coming from them to New York, and the great Transatlantic line of ocean steamers, whereby a shipment of cotton can be brought now almost from the point of production, and carried to its European destination with better despatch and promptness, as well as at lower rates of freight than is possible by the former method of shipping by direct steamer. This is on account of the larger and more powerful steamers now employed upon our coast lines, increased facilities for loading and transhipment, and the enormous capacity of the powerful boats that now regularly ply on the Transatlantic ferry. Thus a shipment brought by rail from the interior is put on board the coast steamer the same day, comes hither on schedule time, can be readily transferred into the Atlantic steamer in a few hours, and then crosses to Liverpool in from seven to eight days. It is said that in this way shipments are not more than 15 or 18 days *en route*, and can be delivered with time-table regularity. The advantages offered by this method in the saving of expense and time have already resulted in diverting large shipments into this channel, and the probabilities are that a very considerable proportion of the present crop will reach European markets in this way. Furthermore, it is said that the Atlantic steamers are enabled to make close connections with the railroads running to the manufacturing towns in England and upon the Continent, so that in reality the raw material is almost taken from the field to the foreign mill upon a single bill of lading and a single rate of freight, without further trouble or expense to the shipper or spinner. This brings back to us a share in an important carrying trade, and will prove a great benefit to our lines of coast steamers; but it is in the nature of cold comfort to those who heretofore have participated in the benefits of chartering tonnage for this special line of trade."

Changes in carrying trade. The "tramp" steamship.

Through all this it will be observed that though the fact that business has left the city and port is admitted, the causes which induced the European importers of cotton to adopt the new system are but lightly touched. In other reports I have noticed the almost total absence here of labour-saving machinery. I have shown how a bale of cotton from its arrival to its departure is "handled," and

Labour-saving
machinery.

perhaps I need not repeat the statement. It is now for the first time suggested publicly by leading merchants that the port charges might be lessened by reducing the mere manual work. It remains to be seen how this proposition will be met by the Trades Assembly, and I regret to state that the question is embittered by the action of a recent grand jury in indicting for libel three of its leaders on account of certain placards carried in its annual procession.

Risks to
transit of
cotton.

It does not, of course, matter to our manufacturers how or whence they procure their cotton, so that they can obtain it at a remunerative price and in good order; but the new system is not without its risks, and the old one presented several advantages. It is to the advantage of the importer that his cotton should be shipped under the auspices of such an institution as the New Orleans Cotton Exchange. The risks of incorrect weighing and classing, bad packing, loading in wet weather or condition, pilfering in transit, &c., are reduced to a minimum under its supervision. I therefore hope, in the interests of our own people, that a *modus vivendi* between labour and its employers will be found, and that this port may regain its business to the benefit of all.

EXPORTS AND IMPORTS.

The principal exports in British ships during 1885 are as follows:—

Exports in
British ships.

Articles.				Quantity.	
Cotton	..	..	..	Bales	889,023
"	seed oil	..	..	Barrels	6,397
"	"	"	cake	Sacks	383,143
"	"	meal	..	"	368,453
"	seed.	..	..	"	6,375
"	"	soap stock	..	Barrels	3,738
Corn	..	..	..	Bushels	6,810,749
"	..	..	..	Sacks	55,450
Rye	..	..	..	Bushels	54,583
Wheat	..	..	..	"	20,147
"	..	..	..	Sacks	2,472
Flour	..	..	..	Barrels	1,225
"	..	..	..	Sacks	2,100
Staves	..	..	..	Pieces	559,765
Lumber (oak)	..	..	..	Feet	160,500
"	"	..	..	Pieces	51,604
Lead	..	..	..	Bars	26,237
"	..	..	..	Pigs	52,700

Small quantities of copper ore, rosin, moss, honey, shingles, lard, tallow, and tobacco have also been exported in our ships.

Comparison
with last year.

Compared with last year, the export of cotton shows an increase of 2,641 bales, and there is a slight decrease in cotton seed products, except meal. In corn there is a considerable increase; in round numbers 6,000,000 bushels against 2,000,000 bushels, but in wheat there is a great falling off.

Imports.

Imports.—I have stated in previous reports the reasons why the importation of British goods has fallen away so as to be at present hardly appreciable. The World's Cotton Centennial Exposition gave our manufacturers a chance of making a market, and I pointed out the particular objects which would be most likely to gain attention. This chance was not taken; but the Belgians, who made an admirable display representative of all their products, took the hint, and have established

"Comptoir
Industriel
Belge."

an agency in which 32 firms are represented, and where the following articles can be sampled and priced:—

Ladies' cloth, encaustic tiles, Courtrai linens, handkerchiefs, cambrics, tapestry for furniture, table-covers, cap robes, linen ticking, religious books, chromo-lithographs, flannels, woollen cloths and cashmeres, real laces, knit goods, tweeds, portable narrow-gauge railways, perfumery and fruit extracts, sheet zinc and lead, lamps, gas fixtures and bronzes, railway materials, brass and reed musical instruments, veterinary products, marble clocks, confectionery and pharmaceutical products, firearms of all descriptions, liquors and cordials, kid gloves, toilet soaps, paving stones, window glass, looking glasses and frames, table linen, buttons and trimmings, enamelled ironware, and printing.

This is the way, in my humble judgment, to make a market. It is the way in which we might have kept and increased that which we once had in this district, but our trades do not seem to understand that the day in which the manufacturer or the wholesale house might wait at home to be dealt with has passed. The producer must now go out and meet the retailer more than half-way, or he will be intercepted by some more enterprising rival. An American lock gains a gold medal at the "Inventions," and is sold freely in the city of Chubb and Bramah! During a recent leave of absence I met a gentleman who has eight agencies for the sale of American goods in England, and he can be met in Long Acre with orders for American carriages and carriage materials in his pocket! The fact that there is nothing about the New Orleans of to-day to render it impervious to foreign goods is proved by the establishment of the Belgian agency, and the success which it has met with; I therefore venture to repeat what I wrote in March, 1884, on the subject of the World's Cotton Centennial Exposition, and which (substituting the words "trader" for "exhibitor," and "competition in" for "display of") applies, I think, to the present:—

"The intending exhibitor will do well to give up preconceived ideas as to what will suit the American market. The time in which expense and gaudiness were the principal qualities looked for has passed. For every one person who had the means and taste to buy objects of decorative art, or who appreciated art in the shape or colouring of common things ten years ago, there now are a hundred."

Writing especially of this city and the south generally, "I recommend a display of the following articles in the best designs and at all prices: china and earthenware, table and bedroom services, furniture of all sorts, table decorations, wall papers, hangings, carpets, rugs, house decorations and ornaments, oleographs, prints, &c., and kitchen and dairy utensils; all sorts of printed calicoes, cretonnes, chintz; all sorts of fine cutlery, toilet articles, dressing case and bags (mounted), work-boxes and fancy stands, screens and holders; all sorts of sporting (shooting and fishing) tackle, garden ornaments, window gardening materials, tents and awnings, stable fittings and utensils, school furniture and appliances; designs for street pavement, cleaning, and drainage, drainage pipes, traps, valves, tanks, &c.; cotton carding, spinning, and weaving machinery, machine tools, hospital furniture (surgical appliances, not instruments), and steam cranes and winches for loading and discharging ships from the wharf."

Articles from Belgium.

Pushing American goods in London.

Advice to British manufacturers.

Articles recommended for this market.

SHIPPING.

Shipping.

Returns with which I am favoured from the Custom-house and by my colleagues show the following movements of ships:—

ENTERED.

	Number.	Tons.	Crew.
British	335	389,279	8,076
American	477	435,859	11,100
Austrian	28	18,051	361
Belgian	1	2,101	..
Danish .. ..	..	..	..
French	16	23,536	584
German	21	22,845	147
Italian	85	42,128	1,228
Mexican	23	17,783	..
Russian	5	3,748	79
Spanish	53	76,261	1,680
Swedish and Norwegian	13	8,175	..

CLEARED.

	Number.	Tons.	Crew.
British	323	374,883	18,564
American	410	417,534	10,359
Austrian	20	14,647	260
Belgian	1	2,101	..
French	16	23,536	584
German	17	19,355	356
Italian	72	32,975	1,095
Mexican	28	37,369	..
Russian	3	2,104	44
Spanish	58	69,374	1,088
Swedish and Norwegian	16	8,176	..

Trips of regular lines.

Of the above the British, American, and Mexican have regular lines of steamers. The British (2), from Liverpool, indirect and direct back, and the same ship will make about four trips in the course of the year; the American (2) to New York and back, and each ship will make the round voyage about once a month; the Mexican (1) plies to Vera Cruz and back pretty regularly.

Increase of sailing ships.

There has been a remarkable increase of sailing ships of all nations at this port during the latter part of the year. During the three months ending December 31st, 1884, we had 39 British sailing ships, of 34,266 tons, as against 53 ships, 55,618 tons, during the corresponding period of last year.

PUBLIC WORKS.

The "American" Exposition.

The American Exposition.—This successor (or continuation) of the World's Cotton Centennial Exposition of 1884–5, though started with good prospects of success, is (so far) a failure. The original plan of making it an exhibition of goods manufactured in the various cities of the Union could not be carried out.

Electric Light.—The city of New Orleans, lighted partially by Electric electricity for some time, is now almost entirely illuminated by this lighting. agent: the suburbs by tower lights, and the streets by lamps on cranes. As this system only came into full operation on the 1st January, the subject will more properly belong to the present year.

IMMIGRATION.

I have again to give a note of warning against the highly-coloured inducements offered to immigrants in pamphlets, purporting to describe the resources of the States within this Consular district. My colleague in Texas will no doubt have done the like, but as many poor people who have been ruined there by misrepresentation come back more or less destitute through this city, and make their complaints to me, I may perhaps be allowed to mention the fact. These pamphlets are generally published in the interests of railroad companies that have lands to dispose of along their lines, and steamship agents who desire to obtain outward passengers sometimes join in the project. I have tested the *bona fides* of a so-called emigration society founded as above-described, and find that its exertions are not to be obtained for the protection of the emigrant. The vagrant laws of Louisiana and Mississippi are severe. There is nothing in the nature of poor-law relief, and if from sickness or any other cause the foreign labourer becomes destitute, there is only a gaol before him. Vagrants are defined as "idle persons who, not having visible means to maintain themselves, live without employment; all persons wandering abroad and lodging in groceries, taverns, beer-houses, market places, sheds, barns, uninhabited buildings, or in the open air, and not giving a good account of themselves; and all persons wandering abroad and begging." The practice is to impose a fine, which the "vagrant" has to work out at a certain rate per day. Warning to emigrants. Vagrant laws.

PUBLIC HEALTH.

The health of the city of New Orleans during the past year has been good. Its death rate, notwithstanding the large accession to its population caused by visitors to the Exposition, has been below the average. Death rate.

New Orleans, February 5, 1886.

COMMERCIAL. No. 6 (1886).

(TRADE REPORTS.)

REPORTS

FROM

HER MAJESTY'S CONSULS

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THEIR

CONSULAR DISTRICTS.

PART III.

*Presented to both Houses of Parliament by Command of Her Majesty,
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BRAZIL.

RIO DE JANEIRO.

Report by Consul Ricketts on the Trade and Commerce of Rio de Janeiro for the Year 1885.

THE value of the imports at the port of Rio for the year 1884-85 Imports was 88,521,101 milreis, or 9,820,406 milreis less than in 1883-84, this generally decrease having been manifested in the trade with Great Britain, France, Germany, Banda Oriental, and Portugal. On the other hand, there was a slight increase in that with the United States, Belgium, and the Argentine Republic, the commerce however with these countries having been under the average of the three years preceding.

In the period from 1881-82 to 1883-84 the average import trade Average total of Rio was 96,732,097 milreis, while in the period 1878-79 to 1880-81 import trade. its average was 94,188,969 milreis. During the term 1881-82 to 1883-84 this part of the trade appears to have declined with Belgium, United States, France, the Argentine Republic, and Portugal, while it increased with Germany, Banda Oriental, and Great Britain.

In Table No. 2, herewith annexed, are given the values in milreis Value of of the principal articles imported to Rio from all countries. imports

From these it will be observed that during the last years 1884-85 generally. there has been a falling off in the imports of every article, with the exception of salt, meat, fish, paints, perfumery, copper and lead.

We will now see how some of this commerce was affected between the years 1881-82 and 1883-84.

Salt Fish.—Of this, 4,503,466 kilos., value 900,693 milreis, were Salt fish. imported in 1884-85, the average quantity from 1881-82 and 1883-84 having been 4,125,004 kilos.

Of this, 28,398,743 kilos. were imported in 1884-85, value 5,679,748 Dried meat. milreis. Average from 1881-82 to 1883-84 was 23,804,430 kilos., value 4,760,884 milreis.

In addition to what is imported from Monte Video and Buenos Ayres, about 1,500,000 kilos. are furnished annually to this market by the province of Rio Grande do Sul.

The annual average consumption of the same during the last five years may be taken at 25,842,230 kilos. more or less.

Its price in 1885 was 200 reis to 440 reis the kilogramme. Mixed with black beans and cooked into a soup, it forms the staple article of food of the masses of this country.

Perfumery.—In 1884-85 there were 261,194 kilos. imported from Perfumery. all countries, official value 413,027 milreis. Average quantity from 1881-82 to 1883-84 was 238,087 kilos., value 485,745 milreis.

Paints and Varnish.—In 1883-84 the quantity imported was 659,118 Paints and kilos., value 269,405 milreis. In 1884-85 the quantity was 711,768 varnish. kilos., value 271,588 milreis.

Perfumery, paints, and varnish are sent from the United States, Great Britain, Germany, and France.

Pine Wood.—This is furnished from Sweden, Canada, and the United Pine wood. States.

Quantities of this were:—

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American.

AMERICAN PINE.

							Feet lineal.
1883	13,150,560
1884	12,976,333
1885	12,680,839

Baltic.

BALTIC PINE.

							Feet lineal.
1883	..	..	..	..	..	..	9,364,071
1884	..	..	..	..	..	..	10,404,593
1885	..	..	..	..	..	..	8,587,698

The sizes of this vary from 1" to 12", there being a large sale for planks 3" x 9" x 14" by 14', 16', 18', and 20' long.

The total value of pine wood imported last year was 735,626 milreis. Country woods are heavy, difficult to work up, and expensive, owing to high rates of carriage, hence the demand for foreign timber.

Prices were—Baltic 37,500 to 47,000 milreis per dozen; American 115 to 130 reis per foot.

Beer.

Beer.—In 1884–85 the quantity imported from Germany, Great Britain, and Denmark, but more especially Germany, was 1,019,837 litres, value 435,396 milreis.

The following quantities are also quoted :—

					Cases.	Barrels.
1883..	..	..	..	..	25,071	7,473
1884..	..	..	..	..	24,910	3,619
1885..	..	..	..	..	32,163	1,647

from which it seems the number of cases is increasing and barrels diminishing. The trade in this article from Germany is seven times greater than that with England. Owing to the establishment of native breweries this trade may be said to be on the decline. Price of Carlsberg, 7\$300 reis to 7\$750 reis the dozen.

Wines.—In 1884–85 the quantity imported was 15,758,558 litres, value 4,039,185 milreis. Average quantity from 1881–82 to 1883–84 was 17,434,855 litres, value 4,577,410 milreis.

These are supplied by France and Portugal, but more especially the latter, the Portuguese wines being preferred to the acid mixtures sold as French.

Flour.—In 1884–85 the total imported was 31,671,815 kilos., value 3,167,181 milreis. Average from 1881–82 to 1883–84 was 37,550,120 kilos., value 3,755,011 milreis.

This is supplied from River Plate, Trieste, and the United States, the latter country furnishing the chief portion of this necessary of life. The United States is however, owing to difference in the price of transport, ere long likely to find formidable competitors in this respect in the countries adjoining the River Plate. A small quantity in the year 1884 was shipped to this port from New Zealand.

Prices were per barrel :—

					Reis.	Reis.
Richmond	..	..	..	..	17\$500	21\$000
Trieste	..	..	..	..	17\$500	21\$500
Plate	..	..	..	..	14\$000	18\$000

The quantity now imported from Plate is equal to about one-quarter of that from the States.

Rice.—This is supplied by Great Britain and Burmah, but more especially the latter country. Rice of a very good quality is grown in Brazil, and the Tguape rice fetches a higher price in the market than the Indian. In Minas large quantities of rice are grown for home consumption; it is planted in many districts in hill lands, and is of an excellent quality. On labour improving and transport by the railways diminishing in price, supplies from the interior will be no doubt augmented.

Imported from India last year were 166,697 sacks; from England, 7,291 sacks: total, 173,988 sacks. Average from 1881-82 to 1883-84 was 214,761 sacks. Prices varied last year from 8\$500 reis to 10\$000 reis a sack.

Tea.—In 1884-85 the quantity of this article imported was 74,141 kilos., official value 222,425 milreis, the average quantity in the three years 1881-82 to 1883-84 having been 95,478 kilos. A small portion of this proceeds from Germany, but the chief quantity comes from Great Britain.

Market Prices.—Green, 3\$000 reis to 4\$200 reis the kilo.; black, 3\$000 reis to 3\$600 reis the kilo. Little tea is drunk in this country, the principal beverage being coffee.

Earthenware.—In 1884-85 the official value of earthenware was 373,040 milreis, the average value during the three years 1881-82 to 1883-84 having been 423,176 milreis.

Glass.—The value of glass entered in 1883-84 was 453,977 milreis, and in 1884-85, 495,363 milreis.

These two articles are furnished by Germany, Belgium, France, and Great Britain in nearly equal proportions; the quality, generally speaking, is indifferent.

Paper.—In 1884-85 the quantity of this imported for printing purposes was 1,949,199 kilos., official value 480,307 milreis, the average for the three years previously having been 2,016,209 kilos., and average official value 493,271 milreis.

Cottons.—This class of goods forms the staple import to this country. It is supplied by Germany, Belgium, United States, France, and Great Britain, the latter being the chief importing market.

In 1884-85 the total quantity furnished by all countries was 7506,280 kilos.: the average quantity in the year 1878-79 to 1880-81 having been 7,593,771 kilos.; in 1881-82 to 1883-84, 7,764,159 kilos.; the quantity for last year being less than the average.

The official value of all cottons introduced to Rio was in 1884-85, 20,210,498 milreis; the average official value in 1878-79 to 1881-82 having been 19,899,535 milreis; in 1881-82 to 1883-84, 20,640,722 milreis; so that the total official value for the last year was a little less than the average of the last three years.

Brilliantes, Bishops' Lawns, Grenadines.—The quantity of these imported in 1884-85 amounted to 126,777 kilos., official value 664,389 milreis. The average of these in the three previous years having been 189,110 kilos., value 1,144,317 milreis, and the average value of the period 1878-79 to 1880-81 having been 1,209,988 milreis, it is evident that the import of this class of cotton goods has been diminishing for some years past.

Printed Angolas, Trowserings, Printed Drills, Corded Prints, and Lustre Prints.—The quantity of these imported in 1884-85 is given at 1,460,733 kilos., the official value having been 3,152,872 milreis. The averages were: 1878-79 to 80-81, 840,844 kilos.; official value 1,952,196 milreis. In this class then there is a marked improvement.

White
calicoes.

White Calicoes.—In 1884-85 there were 828,226 kilos.; official value 1,656,452 milreis. Average from 1878-79 to 1880-81, 920,886 kilos.; official value 1,767,753 milreis; 1881-82 to 1883-84, 833,856 kilos.; value 1,667,046 milreis. There is therefore a falling off in this period of 87,330 kilos., value 100,707 milreis, the last year being slightly under last average.

Ombries,
printed stuffs,
coloured
calicoes.

Cambrics, Printed Stuffs, Coloured Calicoes.—In 1884-85 there were 1,388,793 kilos.; official value 5,594,009 milreis. Average from 1878-79 to 1880-81, 1,352,047 kilos.; official value, 4,944,309 milreis. Average from 1881-82 to 1883-84, 1,478,197 kilos.; official value 5,520,000 milreis. In this class the last three years shows an advance over the first three years, the years 1884-85 being a little under the average.

Coloured and
white
domestics.

Coloured and White Domestics.—This coarse sort of goods is much used by the poorer classes of natives, and the quantities of it imported have hitherto been greater than any other.

In 1884-85 there were 2,216,975 kilos.; official value 3,244,554 milreis. The averages were, 1878-79 to 1880-81, 3,314,093 kilos.; official value 5,057,048 milreis; 1881-82 to 1883-84, 2,744,262 kilos.; official value 4,093,219 milreis. In this there is a marked decline.

Made-up
clothes.

Made-up Clothes.—In 1884-85 the value of this was 1,468,200 milreis. The average value from 1878-79 to 1880-81 was 1,912,388 milreis, and from 1881-82 to 1883-84, 1,639,858 milreis, showing a steady decline.

Hand-
kerchiefs,
coverings, &c.

Handkerchiefs.—In 1884-85 there were 168,196 kilos.; official value 672,786 milreis. Average from 1881-82 to 1883-84 was 182,486 kilos.; official value 731,404 milreis; hence also a decline in this class of goods.

Woollens.

Woollens.—The total of these imported from all countries in 1884-85 was 1,591,646 kilos.; official value 6,176,858 milreis. The averages from 1878-79 to 1880-81 were 1,942,958 kilos.; official value 7,810,399 milreis. From 1881-82 to 1883-84, 1,799,343 kilos.; official value 7,342,037 milreis.

From these figures the woollen trade generally with this port would appear to be declining.

We will now see in what class of goods this decline is manifested.

Baizes,
baetones,
flannels, and
blankets.

Baizes, Baetones, Flannels, and Blankets.—In 1884-85 these were 599,745 kilos.; official value 1,157,541 milreis. From 1878-79 to 1880-81, 873,287 kilos.; official value 1,466,475 milreis. From 1881-82 to 1883-84, 722,425 kilos.; official value 1,325,093 milreis; the difference between the two periods being 150,862 kilos., value 141,382 milreis, so that there has been a falling off in this class of goods since the year 1878.

Bareges,
alpacas,
casimirs, and
merinos.

Bareges, Alpacas, Casimirs, and Merinos.—The import of these in 1884-85 was 521,833 kilos., official value 2,736,250 milreis. The averages of 1878-79 to 1880-81, 517,782 kilos.; official value 3,655,311 milreis; 1881-82 to 1883-84, 554,527 kilos.; official value 3,457,050 milreis. In these two periods we observe an increase in quantity and a fall in value, the last year being under the last average in quantity and value.

Cloth.

Cloth.—The total quantity of this in 1884-85 was 209,012 kilos., official value 817,856 milreis. The averages were 1878-79 to 1880-81, 195,521 kilos.; official value 830,256 milreis; 1881-82 to 1883-84, 207,556 kilos.; official value 826,785 milreis. In this there appears to have been a steady increase in quantity, and a fall in the official value.

Hats.

Hats.—In 1884-85 there were imported 83,579 hats, official value 227,290 milreis. The average in 1878-79 to 1880-81 were 162,872 hats; 1881-82 to 1883-84, 110,053 hats. These figures show a steady decline in this branch.

Linens.—The total quantity of these imported in 1884–85 was 3,287,627 kilos.; official value 2,717,578 milreis. The average from 1878–79 to 1880–81, 3,805,380 kilos.; official value 3,416,186 milreis; 1881–82 to 1883–84, 3,657,963 kilos.; official value 3,301,994 milreis. Hence in this branch of imports there would also appear to have been a steady decline.

Hessians and Osnaburghs.—Quantity imported in 1884–85 of these was 2,130,290 kilos.; official value 1,078,404 milreis. Average in 1878–79 to 1880–81, 2,746,612 kilos.; official value 1,387,032; 1881–82 to 1883–84, 2,571,926 kilos.; official value 1,446,741 milreis. In these there has been a decline in quantity in the last three years and a slight increase in value, the year 1884–85 being considerably less than the average in both.

White Drill Irlandas.—In 1884–85 there were 314,553 kilos., official value 767,043 milreis. Averages were as above, 389,361 kilos., official value 991,685 milreis; 398,702 kilos., official value 952,846 milreis, showing an increase in quantity and a decrease in value, the last year being much under the average.

From the foregoing it is to be observed that during the last six years the cotton trade with this port, generally speaking, has held its own, while that in woollens and linens has manifested signs of decline. This may be attributed among other things to the fact that articles of cotton clothing are more suitable to the climate, and cost less than linen and woollen stuffs. In cotton goods the chief falling off has taken place in bishops' lawns, grenadines, brilliants, white calicoes and made-up clothes, but more especially in domestics. In woollens the principal decline has been in baizes, blankets, flannels, hats, and in linens, Hessians, and Osnaburghs, and latterly in white drills. The causes of this non-expansion of trade in some of these things and of its decline in others are to be found in the increase of price which follows on a fall in exchange; in the heavy and ever-increasing rates of import duties and in the supplies now being brought out by native manufacturers.

Duties.—These collected on cottons, woollens, and linens show an average of from 45 per cent. to 46½ per cent. on the official values (i.e., on both qualities of goods, coarse and fine). These official values, when the tariff was first struck, were fixed at a high limit; the real values have been falling in many things for years past; the consequence is that the present rates collected form in reality a charge varying from 35 per cent. to 80 per cent. and 100 per cent., a weight not easy to be borne. Hence this branch of trade is prevented from expanding, and the revenue derived from it shows no signs of improvement, yet imports, it must be recollected, form the chief source of the revenue of this country.

Cotton Mills.—Of these there are in

Cotton mills.

Citty and province of Rio	..	..	..	..	..	15
In Minas	..	..	..	..	..	14
„ São Paulo	..	..	..	..	..	13
„ Bahia	..	..	..	..	..	12
Woollen mills, one in Rio Grande do Sul and one in Rio de Janeiro	..	..	..	..	..	2
Cotton mills in other places	..	..	..	..	..	6
						<hr/> 62

					Looms.
The Brazil Industrial contains at work	..	..	..	..	800
Petropolitana, at work	..	..	..	..	110
" setting up, additional	..	..	..	..	690
San Pedro d'Alcanutara	..	..	..	..	100
Pao Grande	..	..	..	..	56
" mounting	..	..	..	..	46
St. Alexio	..	..	..	..	100
Ponta do Caju	..	..	..	..	80
Larangeiras	..	..	..	..	153
" setting up	..	..	..	..	53
Villa Isabel, in course of construction	..	..	..	..	300

From certain data which we have before us, it may be assumed that in the 62 mills there will be contained more or less 4,836 looms and 225,122 spindles. Number of metres of stuff manufactured, 38,121,568 per annum; value about 250 reis per metre. Number of persons employed 8,370. Spinners receive for wages 800 reis to 1,800 reis per diem; weavers, 2,000 reis to 2,400 reis per diem; overseers, say 300,000 reis a month.

The capital of 43 of these mills is 15,000,000 milreis, the property of Brazilian companies. They are worked in most places by water power. Among the articles manufactured are domestics (white and coloured), regattas, trowserings, baizes, blankets, union, and woollen cassinets; these being for the most part made up from native material. Woollen cloth, jute sacking, and sacks are all manufactured from imported yarns.

The stuffs made are of a coarser and stouter texture than those imported, and are sold, it is said, about 10 per cent. under the market prices of foreign goods of same description.

Domestic, Osnaburghs, regattas, jute sacks, and trowserings have been much cut into by native manufacturers, and will, it is supposed by some, in a few years' time cease to be imported.

As a general rule the inhabitants of this country cannot be said to be much addicted to industrial pursuits, their chief employment being connected with planting and agriculture. Aided, however, by foreign invention, foreign workmen, and foreign engineers, and protected by the excessive and ever-increasing rate of duties imposed on foreign goods, it has been discovered that the manufacture of certain classes of stuffs may be undertaken with a fair prospect of profit, and hence the number of mills erected and in process of construction in this country.

Leather.—The total value of this imported to Rio for 1884–85 was 2,465,280 milreis. The average value imported from 1878–79 to 1880–81 was 3,168,171 milreis, and from 1881–82 to 1883–84, 2,886,966 milreis, showing a decline in this import generally. This has been falling off steadily since the year 1880–81.

Dried and Tanned Hides.—In 1884–85 there were imported 246,360 kilos., official value 579,572 milreis. The average quantities were in 1878–79 to 1880–81, 333,902 kilos; in 1881–82 to 1883–84, 291,190 kilos.

The average official value from 1881–82 to 1883–84 was 675,448 milreis. These figures show a decrease in this article.

Shoes and Boots.—In 1884–85 the number imported was 1,162,091 pairs, official value 1,745,618 milreis. From 1878–79 to 1880–81 the average number was 1,441,156 pairs; 1881–82 to 1883–84, 1,197,086 pairs. Great improvements in native tanning and native workshops established for the purpose of making boots and shoes have, among other things, tended to the decline in this branch of import trade.

Metals.—The value of all metals introduced to Rio in 1884-85 was **Metals.** 4,870,187 milreis. The average official value from 1878-79 to 1880-81 was 4,556,700 milreis; 1881-82 to 1883-84, 5,423,163 milreis.

The average quantities were as follows:—

1878-79 to 1880-81.

							Kilos.
Copper	..	..	..	..	..	..	394,851
Steel	..	..	..	..	..	..	262,172
Iron	..	..	..	..	..	..	6,366,656
Tin	..	..	..	..	..	..	777,634

1881-82 to 1883-84.

							Kilos.
Copper	..	..	..	..	..	..	417,070
Steel	..	..	..	..	..	..	373,278
Iron	..	..	..	..	..	..	6,057,002
Tin	..	..	..	..	..	..	923,908

or an increase in quantities of copper, steel, and tin, and a decrease in iron.

Further, the value of copper for uses not specified, such as tubing, wire, and other things imported in 1884-85 was 624,382 milreis, the average in three years previously being 647,821 milreis.

Iron and Steel Rails.—The average from 1878-79 to 1880-81 was 318,960 milreis; from 1881-82 to 1883-84, 889,980 milreis.

Iron and Steel, uses not Specified.—The averages were, 1878-79 to 1880-81, 1,845,564 milreis; 1881-82 to 1883-84, 2,615,960 milreis. Zinc, lead, and tin are also much used.

Machinery.—The official value of this in 1884-85 was 3,631,106 Machinery. milreis, or a little less than in the previous year.

The average value of this from 1878-79 to 1880-81 was 2,457,597 milreis; 1881-82 to 1883-84, 3,447,921 milreis; so that in this branch also there is a decided improvement. Under this heading is included agricultural and farming implements, copying presses, steam cranes, hydraulic presses, sleepers, stills, and locomotives.

In the foregoing we have seen the difference existing in quantity and value of some of the chief items in the general import trade of Rio during the last six years. We will now endeavour to ascertain how the traffic of some of the countries furnishing these supplies was affected during the same period.

Imports from Germany.—A reference to Table No. III. shows, as Imports from regards the import trade with Germany, that in woollens between Germany. 1878-79 and 1883-84 the trade has been almost stationery. Linens have declined 30 per cent. Iron and machinery has fallen off, but in articles such as paper, salt and preserved provisions, the increase in proportion to the quantity has been considerable. Further, the cotton trade has augmented 10.95 per cent.

In the general imports of this country there has also been an increase of about 3.56 per cent., the year 1884-85 having been less than the average of the three previous years.

Among the merchandise furnished by Germany we find also the following articles:—

Articles.	1883-84.	1884-85.
	Milreis.	Milreis.
Cereals	555,840	259,992
Beer and wine	377,053	347,262
Perfumery	108,674	114,332
Chemicals	394,019	376,180
Timber	221,189	317,073
Material of war	110,863	80,032
Musical instruments	107,124	105,971

FRANCE.

Imports from
France.

Imports from France.—From Table No. I. it is evident that the value of the import trade with this country has fallen off during the period mentioned. There has been an increase in the value of cottons, silk, and machinery, and a decline in woollens, linens, leather, metals, wines, salt, and preserved provisions. Last year's trade was also considerably less than the average.

Among the articles supplied to this country by French enterprise we find also in the years

Articles.	1883-84.	1884-85.
	Milreis.	Milreis.
Cereals	319,311	89,664
Perfumery	312,953	298,658
Chemicals	544,530	444,422
Timber	210,853	176,716
Paper	515,337	382,631
Tiles, mosaic, &c.	850,740	285,062
Earthenware and glass	166,629	202,653
Watches, clocks, &c.	232,881	303,666
Musical instruments	186,762	154,086

UNITED STATES.

Imports from
United States.

In the general import trade of this country the value has fallen off during same period about 70,451 milreis, so that it may be considered to have remained more or less stationary.

There has been (see Table III.) a decided increase in flour, and a diminution in metals and cottons.

In addition to above we have to notice a trade in—

Articles.	1883-84.	1884-85.
	Milreis.	Milreis.
Salt provisions	658,342	877,732
Timber	639,607	413,651
Watches and clocks	50,694	41,055
Instruments, surgical, &c.	108,497	26,807

BELGIUM.

Imports from
Belgium.

From Table I. it is evident that there has been a falling off of about 18 per cent. in the general import trade of Belgium during above-mentioned period.

This has been manifested among other things in cottons, woollens, linen, and leather, there having been an increase in metals.

In addition to the above articles mentioned in Table III., there were imported from same country in—

Articles				1883-84.	1884-85.
				Milreis.	Milreis.
Salt provisions	..	..		112,880	228,296
Wines, spirits	..	..		128,808	165,268
Chemicals	..	..		154,000	178,319
Silk	..	..		52,389	66,500
Paper	..	..		388,408	427,438
Earthenware and glass	..	..		175,139	221,503
Material of war	..	..		189,555	111,417

BANDA ORIENTAL.

In the general import trade of this country the value has increased Imports from in same period. This is more especially noticed with reference to salt Banda meat and specie, there having been a decrease in fruits, vegetables, Oriental cereals, hay, &c.

BRITISH IMPORT TRADE.

The value of the general import trade of Great Britain for 1884-85 General is given at 36,265,211 milreis, an amount much under the average. imports from Great Britain. This was in 1878-79 to 1880-81, 37,001,754 milreis (a); in 1881-82 to 1883-84, 40,041,742 milreis (b). Competition and a glut of markets during 1882-83 to 1883-84 has probably been among other things the cause of the decrease here mentioned. Average.

Comparing the latter period (b) mentioned with the former (a), we observe the increase in the total import trade of Great Britain was about 8.21 per cent., the augmentation in same term in the German trade (see Table I.) 9.56 per cent., so that the latter increased in a somewhat greater ratio than the former.

The official value of the average import trade of Rio with all countries not including Great Britain was in 1878-79 to 1880-81, 57,197,215 milreis; 1881-82 to 1883-84, 56,690,353 milreis, or a decline of about 506,860 milreis; showing that while British import trade has increased, that with all other countries has diminished.

Cotton Goods from Great Britain.—In 1884-85 the official value Cotton goods imported was 14,939,446 milreis, a sum slightly under the average. from Great Britain. Average from 1878-79 to 1880-81, 14,207,308 milreis (a); from 1881-82 to 1883-84, 15,070,645 milreis (b); showing an increase of a little more than 6 per cent. in latter term b.

In same period values of German cotton goods increased 10.95 per cent. French had an increase of 41,391 milreis, and United States an increase of 82,238 milreis.

Woollens from Great Britain.—The value of these imported from Woollens from Great Britain in 1884-85 was 3,017,562 milreis, a figure considerably less than the average. Average official value in 1878-79 to 1880-81, 3,538,057 milreis; (a) 1881-82 to 1883-84, 3,337,970 milreis (b), or a decrease of over 5 per cent. in latter period (b).

The German trade in this respect was more or less stationary. In the French and Belgian there was a decline (see Table III).

Value of Linens from Great Britain.—These were in official value in Linens from 1884-85 1,688,922 milreis, or a figure considerably under the average. Great Britain.

Average from 1878-79 to 1880-81, 1,826,695 milreis; from 1881-82 to 1883-84, 2,090,813 milreis; showing an increase of 264,118 milreis in latter period over former. In the same period the German linen import fell off 204,004 milreis, or about 31 per cent., the French 98,281 milreis, and Belgian 56,008 milreis.

Leather from
Great Britain.

Leather from Great Britain.—Total value of this in 1884-85 was 1,161,188 milreis, this amount being under the average. Average from 1878-79 to 1880-81 was 1,274,726 milreis (*a*); average from 1881-82 to 1883-84, 1,243,017 milreis (*b*), showing a decrease of 31,709 milreis in *b*. In the French imports value in latter period declined 317,642 milreis, and Belgian 40,308 milreis.

Metals from
Great Britain.

Metals from Great Britain.—The value of metals from Great Britain in 1884-85 was 3,344,698 milreis, being less than the average of last three years. Average in 1878-79 to 1880-81 was 2,969,478 milreis (*a*); average in 1881-82 to 1883-84, 3,847,975 milreis (*b*); showing an increase of 878,497 milreis in *b*. In German trade the decline was in same period 16,510 milreis, and in French 29,257 milreis. The Belgian increase was 70,280 milreis; United States a slight decrease only.

Machinery
from Great
Britain.

Machinery from Great Britain.—Value for 1884-85 was 2,314,947 milreis, this being above the average of the term *a*. Average in 1878-79 to 1880-81, 1,435,219 milreis (*a*); average in 1881-82 to 1883-84, 2,518,872 milreis (*b*), or an increase of 1,083,653 milreis in term *b*. In German imports there was a decrease of 109,625 milreis; in French an increase of 50,857 milreis; United States an increase of 2,767 milreis.

Salt provisions
from Great
Britain.

Salt Provisions from Great Britain.—These in 1884-85 were 617,176 milreis, in 1878-79 to 1880-81 747,064 milreis, in 1881-82 to 1883-84 892,758 milreis, or an increase of 145,694 milreis in latter term over former. At same time there was an increase from Germany of 139,773 milreis, decrease from France 39,446 milreis, increase from Banda Oriental 534,901 milreis.

Coal.

Coal.—In 1884-85, 218,878 tons; average in 1878-79 to 1880-81, 157,228 tons; average in 1881-82 to 1883-84, 230,533 tons.

The value of the British import trade for 1883-84 and 1884-85 in detail is to be found in Annex Table IV.

In looking over this table it will be noticed there has been a falling off in the trade of every article with the exception of salt provisions, silk, earthenware and glass, copper, lead, and tin, cutlery and instruments, the mass of this trade having been less by 5,598,564 milreis, or at present rate of exchange about 430,659*l.* sterling.

EXPORTS.

Exports gene-
ral.

The value of these in the years 1884-85 is given at 109,145,024 milreis (see Table V.), a figure far in excess of that of the preceding year, which was but 86,726,765 milreis. This increase is due in a great measure to the increase in the export of coffee, of which hereafter. The value of last year's exports is also higher than the average of the last six years, which was from 1878-79 to 1880-81, 107,475,880 milreis; and from 1881-82 to 1883-84, 88,854,291 milreis.

The export trade of this country, which has been more or less stagnant during last three years, may therefore be said to be reviving.

Exports gene-
ral compared
with imports.

Exports General compared with Imports.—Comparing value of exports with imports we observe that the average of the five years 1879-80 to 1883-84 was as follows:—Average imports 96,192,780 milreis; average exports 96,589,845 milreis, the excess being in favour of

this country. This is more marked in former periods when coffee was higher in price, and even in the term 1880-81 to 1884-85, when imports were 95,052,664 milreis, exports 97,811,352 milreis.

Value of Exports to various Countries.—The value of the exports to each country is mentioned in Table VI., herewith annexed. Value of exports to various countries.

Comparing the year 1884-85 with that of 1883-84 we find that there was an increase in the export trade with Germany, Austria, Belgium, the Argentine Confederation, United States, Italy, Cape of Good Hope, and Great Britain, and a decrease in Estado Oriental, Portugal, and France. Referring to Table VI., in which the averages of the export trade are given, it will be seen that the value of the exports to each country has fallen off during the last three years mentioned, with the exception of that of Austria.

Exports to Austria.—It is perhaps worthy of especial notice that the export trade with Austria, which was little or nothing in 1878-79, is now calculated at 5,396,510 milreis, and further that the exports to the United States in 1884-85 were far above the average of the last six years. Exports to Austria.

The principal productions exported are to be found in Table V., herewith annexed, and are composed of coffee, hides, tobacco, and gold.

The total quantity of coffee exported in 1884-85 (see Table V.) was 247,723,907 kilos., a quantity far greater than that of 1883-84, which was 184,674,864 kilos., and greater also than the average of 1878-79 to 1880-81, which was 214,433,896 kilos. (a); and 1881-82 to 1883-1884, which was 232,044,313 kilos. (b); the value in first term having been (a) 100,883,632 milreis, and in second term (b) 82,912,503 milreis; this decline of value in this latter period being solely due to a fall in price. Prices have been falling since 1880-81, but in 1884 they began to take a turn in favour of the planter. If as some state the consumption of coffee in the markets of the world is overtaking production, some advance in prices of coffee may ere long be reasonably expected.

Prices at present are—

				Milreis.	
Washed	..	..	..	4,200 to 6,000	per ten kilos.
1st good	..	..	..	4,360	4,970 " "
2nd good	..	..	..	3,400	3,950 " "
2nd ordinary	..	..	..	3,000	3,540 " "
Ordinary	..	..	..	3,750	4,290 " "

In 1884 prices were somewhat higher than the above.

It is impossible to furnish any accurate information as regards the stocks on hand of this production, little information of any value being published in relation to this subject.

In Brazil the cultivation of coffee has increased considerably since the year 1870, the supply now furnished being equal to one-half of the production of all other countries.

The following figures give us the average rate of increase:—

					Sacks of 60 Kilos.
Five years, 1870 to 1874	..	..	..	..	2,132,152
" 1875 1879	..	..	..	..	2,987,868
" 1880 1884	..	..	..	..	3,789,108
Total exported in the year 1885	..	..	..	..	4,206,911

If therefore some complain of a decrease in price, on the other hand they are compensated by increased demand.

Fresh land is continually being opened and planted, and consequently there is not likely to be any diminution in the supply of this production from this part of the world.

Tobacco.

Tobacco.—This plant is found growing in all parts of this country; its leaf is imported to Rio from Minas, Rio Grande, and Bahia.

Little attention is paid at present to its cultivation or the curing of the leaf, hence the limited demand for it in foreign markets.

A certain portion is exported from this to the Argentine Republic and the Banda Oriental.

Hides.

Hides.—These are sent nearly all to France, the quantity shipped last year having been 3,607,655 kilos., value 721,531 milreis.

Specie.

Specie.—Of this last year was exported—

					Milreis.
To Estado Oriental	..	..	..	..	734,500
Argentine Republic	..	..	..	..	33,600
Germany	..	..	..	..	2,000
France	..	..	..	..	67,100
Great Britain	..	..	..	..	747,460
					<hr/> 1,584,660

Exports to Great Britain.

Exports to Great Britain.—In Table VII., herewith annexed, will be found a statement of the productions exported from this port to Great Britain during the last two years.

From the figures herein given it would seem that there has been an increase in values of coffee, gold dust, gold bars, and specie, and a decrease in diamonds, the total value of the exports having been 6,464,052 milreis, or 847,001 milreis greater than the year before.

The average value exported to Great Britain from 1878-79 to 1880-1881 was 10,258,698 milreis; 1881-82 to 1883-84, 7,391,595 milreis (see Table VI.). So that the value shipped last year from this port was considerably under the average. The above figures show a decline in the value of our export trade for some years past. This is mainly owing to a fall in the price of coffee, the bulk of this traffic; on the other hand, the quantities of this production have increased, the average coffee exported to Great Britain from 1875 to 1879 having been 165,923 sacks, and in 1880 to 1884, 191,277 sacks.

Exchange.

Exchange.—This commenced in January, 1885, at 19½d. to the milreis, oscillated during that month from 19½d. to 19½d., and gradually falling, ended in December from 17½d. to 18½d. In the previous year exchange varied from 19½d. to 22½d.

In 1881 the average rate was	..	..	..	22d.
1882 " "	..	..	..	21½d.
1883 " "	..	..	..	21½d.
1884 " "	..	..	..	20½d.
1885 " "	..	..	..	18½d.

Money was 6 to 9 per cent. for discount.

IMMIGRATION.**Immigration to port of Rio.**

1881	..	..	..	..	17,924
1882	..	..	..	..	25,845
1883	..	..	..	..	26,789
1884	..	..	..	..	17,999
1885	..	..	..	..	22,593

The above figures give the arrivals of immigrants at the port of Rio, the average being 22,280 per annum.

In addition to those arriving at this port during the last year, there were 3,556 in transit for Santos.

This immigration is sustained chiefly by the Portuguese and Italians, the northern element preferring other climates: at least this would seem to be the case from the figures following.

Average numbers entering between 1882-83 and 1884:—

Portuguese	..	..	..	9,746
Italians	..	..	..	9,064
Spaniards	..	..	..	2,219
Germans	..	..	..	1,489
English	..	..	..	165
Swiss	..	..	..	64

Unfortunately we possess no statistics of the numbers leaving annually, so that it is difficult to trace the exact state of immigration to Brazil. It would also be interesting to know how many of these immigrants take to agricultural pursuits, and how many remain in the towns. We have, however, no reliable information on this important matter.

REVENUE OF BRAZIL.

The receipts and expenditure on this account appear to have been Revenue. as follows:—

Years.	Receipts.	Expenditure.
	Milreis.	Milreis.
1881-82	128,937,622	139,470,648
1882-83	128,205,988	151,244,972
1883-84	129,777,316	153,540,383
Average	128,950,381	148,085,903

So that with a revenue showing little or no signs of expansion during the above term, there was a constant increase in expenditure, the average deficit having been 19,134,920 milreis.

For 1884-85 the probable receipts are given at 124,938,028 milreis, probable expenditure at 154,762,882 milreis, or a probable deficit of 29,824,859 milreis; a sum exceeding the average of the three previous years.

SHIPPING.

The number of British sailing vessels entering Rio in

Shipping.
Tables VIII.
and IX.

Year.	Number.	Tons.
1885 were	242	179,865
1884 „	273	206,545

or a decrease of 31, and 26,680 tons, arising from the requirements being less in coal and timber.

In British steamers there were entering the port of Rio in (Table X.)

Year.				Number.	Tons.
1884	..	..	..	293	471,025
1885	..	..	..	269	442,685
Difference				24	28,340

The total of vessels, sailing and steamers, under British flag entering Rio was

Year.				Number.	Tons.
1884	..	..	..	566	677,570
1885	..	..	..	511	622,550

The total falling off in the carrying traffic therefore was—vessels 55, and 55,020 tons, this decrease being the natural consequence of the decline manifested last year in the import trade of this port.

Foreign
shipping.

FOREIGN SHIPPING FOR THE YEAR 1885.

Nationality.				Steamers.		Sailing.	
				Number.	Tons.	Number.	Tons.
American	..	..	..	15	21,924	89	45,311
German..	..	..	..	132	200,939	60	13,160
French ..	..	..	..	141	261,891	4	1,945
Portuguese	..	..	..	..	..	67	25,274
Belgian..	..	..	..	46	64,630	..	..

The vessels under the Belgian flag are British, and belong to Messrs. Lamport and Holt. Being under the Belgian flag, they are not included in the statement of British ships.

freights.

FREIGHTS.

1885.			Sails.			Steam.								
To Europe		1	7	0	to 1	7	6	1	0	0	to 2	0	0
United States		0	10	0	1	5	0	1	5	0	2	0	0

Country.		Sails.						Steam.							
United States, 1884	..	0	8	0	to	1	5	0	1	0	0	to	2	10	0
" 1885	..	0	10	0	1	14	0	0	0	15	0	2	10	0	0
Europe, 1884	..	1	10	0	2	7	0	0	1	0	0	2	0	0	0
" 1885	..	1	10	0	2	10	0	0	0	15	0	2	10	0	0

CUSTOM-HOUSE CHARGES.

STEAMER OF 1,000 TONS.

Stamps and petites, about	27\$030 reis.	Custom-house charges.
Lighthouse dues	100\$000 "	
Hospital dues, per man	640 "	
Casco (Hull) dues	8\$000 "	
Pass fees	6\$200 "	
Stamp duty on manifest outwards on every 1,000\$000 reis. freight	4\$000 "	
Bill of Health	4\$600 "	
Harbourmaster's dues, about	29\$600 "	

SAILING SHIPS.

	Tons.				
Lighthouse dues up to 200	40\$000 "				
" " 200 to 400	60\$000 "				
" " 400 1,000	80\$000 "				
Casco (Hull)					
Brig or brigantine	2\$000 "				
Barque or barkantine	4\$000 "				
Ship	8\$000 "				

List of shipbrokers' charges on ships.

	Tonnage.			
	300	300 to 600	600 to 1,000	1,000 to 1,500
	Milreis.	Milreis.	Milreis.	Milreis.
For entry inwards, and at captain of the port ..	20	30	40	50
Translating manifest :—				
Reis.				
One page of 30 lines 7,500				
Two " " 15,000				
Three " " 22,500				
Every additional page 3,000 extra.				
Conferring manifest and taking out "desembaraço"	20	30	40	50
Clearing outwards at Custom-house and despatching at Consulate, and captain of port.. .. .	20	30	40	50
Translating list of stores 7\$500 reis. (If hazardous, goods list of stores costs 15 milreis.)				

COASTING TRAFFIC NAVIGATION SUBSIDIES.

The coasting trade is stimulated by subsidies from the Government. Coasting In the year 1884-85, 3,064,600 milreis were voted for this purpose. Coasting Grants are also made by some of the provinces, in addition to the sums allowed by the Imperial Government; thus a constant communication is able to be kept up between the capital and all parts of the empire. traffic navigation subsidies.

SUBSIDIES RIVERS.

Subsidies are also granted for the navigation of some of the rivers; indeed, without some assistance from the Government much could not be expected in this respect, population being thin and the interior undeveloped. Subsidies rivers.

TABLES.

Tables.

In Tables XII. and XIII. will be found a statement of the principal coasting companies and river enterprises receiving subsidies, together with the amounts granted, the number of steamers entertained by each company, their tonnage, and other information.

Bio de Janeiro, February 15, 1886.

Table I.—OFFICIAL Value of Imports to Port of Rio de Janeiro from all Countries.

Countries.	1884-85.	1883-84.	Average 1878-79 to 1880-81.	Average 1881-82 to 1883-84.
	Milreis.	Milreis.	Milreis.	Milreis.
France	12,514,654	15,179,887	16,875,292	16,069,903
Germany	9,009,120	9,953,477	8,283,646	9,073,452
Belgium	4,062,767	8,908,395	5,017,073	4,086,683
United States	7,731,272	7,633,466	7,970,013	7,899,562
Banda Oriental	7,263,544	7,468,486	5,985,308	7,423,714
Argentine Republic	2,728,886	2,577,223	4,494,923	3,115,284
Portugal	5,544,637	6,084,067	6,272,931	6,207,921
Other countries	8,406,008	3,672,781	..	..
Total above	52,255,890	56,477,732	..	..
Great Britain	36,265,211	41,863,775	37,668,421	40,041,472
Total	88,521,101	98,341,507	94,198,969	96,732,097

Table II.—OFFICIAL Values of Principal Articles Imported to Rio from all Countries.

Articles.	1884-85.	1883-84.
	Milreis.	Milreis.
Hides, shoes, and leather	2,465,280	2,559,446
Salt meat, fish, &c.	10,348,569	9,734,115
Cereals	5,775,820	6,648,248
Seeds, plants, fruits	1,802,507	1,851,184
Beer, wine, spirits, &c... ..	5,793,060	6,205,150
Paints, perfumery, kerosene	2,554,299	2,224,016
Chemicals	2,194,745	2,423,600
Woods, pine	1,349,444	1,697,041
Paper	1,528,007	1,661,028
Coal	5,468,205	7,017,380
Crockery and glass	868,653	855,153
Copper	1,097,509	1,013,551
Iron and steel	3,447,280	4,186,325
Lead, zinc, &c.	825,398	294,461
Machinery	3,631,106	3,683,757
Silk	1,739,834	1,896,768
Cottons	20,210,498	22,434,107
Woollens.. ..	6,176,858	7,500,440
Linens	2,717,578	3,133,043
Gold and silver	4,017,771	5,300,599
Other things	5,009,180	6,022,090
Total	88,521,101	98,341,507

Table III.—OFFICIAL Average Values of certain Articles Imported from

GERMANY.

Years.	Cottons.	Woollens.	Linens.	Iron, Steel, &c.	Machinery.	Paper.	Earthenware and Glass.	Salt Meats and Fresh Provisions.
1878-81 ...	Milreis. 1,622,733	Milreis. 1,705,931	Milreis. 676,268	Milreis. 213,356	Milreis. 243,432	Milreis. 213,039	Milreis. 190,534	Milreis. 312,880
1881-84 ...	1,800,586	1,740,343	472,264	196,846	133,907	374,871	206,030	453,653
Difference	+177,853	+34,442	-204,004	-16,510	-109,525	+161,832	+14,496	+139,773

FRANCE

Years.	Cottons.	Woollens.	Linens.	Leather.	Ma- chinery.	Silk.	Wines.	Iron, Steel, &c.	Salt Provisions.
1878-81 ...	Milreis. 2,533,222	Milreis. 1,883,964	Milreis. 458,677	Milreis. 1,456,178	Milreis. 233,788	Milreis. 1,262,786	Milreis. 1,705,426	Milreis. 590,732	Milreis. 1,235,682
1881-84 ...	2,574,613	1,690,079	360,696	1,137,536	284,643	1,534,520	1,469,062	551,479	1,196,236
Difference	+41,391	-203,885	-98,281	-317,642	+50,857	+271,735	-296,374	-29,257	-39,446

UNITED STATES.

Years.	Machinery.	Metals.	Cottons.	Flour.	Kerosene, Paints, Varnish, &c.
1878-81	Milreis. 383,173	Milreis. 212,258	Milreis. 425,813	Milreis. 2,775,891	Milreis. 1,729,838
1881-84	385,945	212,086	343,575	3,268,725	1,698,022
Difference ..	+2,767	-172	-82,238	+492,834	-31,816

BELGIUM.

Years.	Cottons.	Woollens.	Linens.	Metals.	Leather.
1878-81	Milreis. 1,079,894	Milreis. 656,814	Milreis. 359,771	Milreis. 457,659	Milreis. 218,508
1881-84	814,610	561,704	303,683	527,939	178,200
Difference ..	-265,284	-95,110	-56,088	+70,230	-40,308

BANDA ORIENTAL.

Years.	Salt and Jerked Meat.	Specie.	Fruits and Cereals.
1878-81	Milreis. 2,768,337	Milreis. 2,319,494	Milreis. 386,455
1881-84	3,303,238	2,465,333	338,083
Difference ..	+534,901	+145,839	-48,373

Table IV.—OFFICIAL Values of Principal Articles Imported to Rio from Great Britain.

Articles.				1884-85.	1883-84.
				Milreis.	Milreis.
Horse hair	..	..	..	59,427	46,124
Skins	..	..	..	1,161,188	1,173,849
Salt provisions	..	..	..	617,176	566,124
Tortoiseshell	..	..	..	45,577	49,964
Cereals, flour, &c.	..	..	..	255,752	431,755
Plants, seeds, &c.	..	..	..	348,113	380,190
Spirits, beer, &c.	..	..	..	259,917	286,777
Perfumery	..	..	..	406,704	494,111
Chemicals	..	..	..	428,875	511,871
Straw	..	..	..	65,211	62,623
Cottons	..	..	..	14,939,446	16,684,794
Woolens	..	..	..	3,017,562	3,387,098
Linens	..	..	..	1,688,922	2,214,686
Silk	..	..	..	198,129	162,668
Paper	..	..	..	96,913	118,663
Coal, &c.	..	..	..	4,791,212	5,820,389
Earthenware and glass	..	..	..	209,421	207,641
Gold and silver	..	..	..	1,248,815	2,284,195
Copper	..	..	..	740,994	678,872
Lead, zinc, and tin	..	..	..	191,466	179,935
Iron and steel	..	..	..	2,380,979	2,843,663
Other metals	..	..	..	31,259	17,024
War material	..	..	..	66,700	88,948
Outlery	..	..	..	158,856	112,628
Watches and clocks	..	..	..	36,223	38,461
Mathematical instruments	..	..	..	34,369	29,553
Surgical	..	..	..	32,957	33,178
Machinery	..	..	..	2,314,947	2,656,902
Other articles	..	..	..	538,102	315,269
Total	..	..	..	30,265,211	41,863,775
Difference	..	..	..	5,598,564	..

Table V.—PRODUCTIONS Exported from Rio.

Productions.		1884-85.		1883-84.		Remarks.
		Quantity.	Value.	Quantity.	Value.	
			Milreis.		Milreis.	
Coffee	... Kilos. ...	247,772,321	102,977,596	184,674,864	80,177,987	Chiefly to United States.
Hides	... ..	3,768,145	800,023	4,072,517	833,639	France.
Tobacco	... ..	1,941,023	1,064,488	1,308,373	850,696	Argentine Republic and Uruguay.
Rosewood	... ..	2,245,863	182,515	3,984,975	366,267	France.
Specie	... ..	...	1,584,660	...	1,376,726	Uruguay and Great Britain.
gold	... Grammes	1,036,488	1,046,852	981,971	991,790	Great Britain.
Other things	... ..	...	1,498,890	...	2,129,711	
Total	... ..	...	109,145,024	...	86,726,765	

Table VI.—OFFICIAL Value of Exports from Rio to all Countries.

Countries.	1884-85.	1883-84.	Average from 1878-79 to 1880-81.	Average from 1881-82 to 1883-84.
	Milreis.	Milreis.	Milreis.	Milreis.
Germany	10,367,758	7,308,697	10,686,410	8,573,286
Austria	5,396,510	5,110,688	4,823	1,991,555
Belgium	2,869,701	1,215,011	4,214,987	2,110,583
Argentine Confedera- tion	2,014,825	1,761,422	1,382,157	1,813,626
Estado Oriental	1,538,831	2,192,753	1,924,745	1,960,153
United States	67,946,142	51,557,867	57,440,552	51,699,529
Italy	1,357,209	646,234	..	..
Mediterranean	1,357,727	1,089,854	..	..
France	6,645,542	7,863,113	13,090,649	8,395,973
Cape of Good Hope	2,008,119	1,462,134	..	..
Great Britain	6,464,052	5,617,051	10,258,698	7,391,595
Other countries	735,231	252,782	..	..
Portugal	463,868	749,202	4,817,940	2,031,656
Total	109,145,024	86,736,765	..	..

Table VII.—EXPORTS to Great Britain.

Productions.		1884-85.		1883-84.		Remarks.
		Quantity.	Value.	Quantity.	Value.	
			Milreis.		Milreis.	
Coffee	Kilos. ...	9,410,192	3,941,492	8,160,630	3,762,813	
Tapioca	" ...	106,066	21,213	54,640	10,154	
Crystals	Volums. ...	144	9,000	..	..
"	Kilos. ...	..	..	23,208	23,308	
Diamonds	Grams. ...	3,468	221,952	8,778	561,664	
Gold dust	" ...	126,190	127,460	109,615	110,711	
" bars	" ...	1,223,284	1,256,456	978,671	1,000,243	
Specie ... ..	" ...	..	747,460	..	66,150	
Other things ... ..	" ...	..	139,019	..	82,108	
Total ... ..	..	..	6,464,052	..	5,617,051	Difference 847,001 milreis
To Great Britain . . .	..	..	6,464,052	..	5,617,051	
„ British colonies ...	..	..	2,008,119	..	1,462,134	
Total ... ..	..	..	8,472,171	..	7,079,185	

Table VIII.—BRITISH Sailing Vessels Entering the Port of Rio de Janeiro in 1885.

From	Number.	Tons.	Cargoes.
United States	29	11,113	General.
United Kingdom	139	142,330	Coal.
Canada	8	3,247	Fish.
India	8	5,656	Rice.
Jersey	24	4,881	Fish.
Brazil	5	901	Ballast.
Portugal.	8	2,368	Wine.
River Plate	15	7,070	Hay.
Spain	1	598	Wine.
Cape	1	154	Ballast.
Other ports	4	2,645	"
Total	242	179,865	

Table IX.—BRITISH Sailing Vessels Clearing the Port of Rio de Janeiro in 1885.

For	Number.	Tons.	Carg
United States	53	50,607	Coffee.
West Indies	56	34,207	Ballast.
Valparaiso	17	18,859	"
Brazil	37	18,620	"
Canada	20	11,469	"
India	17	24,683	"
Cape	6	1,555	Coffee.
Spain	4	824	"
East Indies	5	4,258	Ballast.
United Kingdom	9	6,810	"
Other ports	9	3,733	Coffee.
Total	233	170,525	

Table X.—BRITISH Steamers Entering and Clearing the Port of Rio de Janeiro in 1885.

ENTERED.

From	Number.	Tons.
United Kingdom	118	180,465
River Plate and Santos	89	124,559
Valparaiso and Pacific	26	55,276
United States	2	1,867
New Zealand	24	69,888
Belgium	7	7,087
Other ports	3	3,545
Total	269	442,685

CLEARED.

For	Number.	Tons.
United Kingdom	87	188,314
River Plate and Santos	72	99,960
Valparaiso and Pacific	26	56,498
United States	76	88,528
Brazil	4	4,368
Other ports	4	5,310
Total	269	442,976

**BRITISH Vessels Entering and Clearing Port of Rio de Janeiro
during 1885.**

ENTERED.

Vessels.					Number.	Tons.
Steamers	..	..	..	..	269	442,685
Sailing vessels	..	..	..	..	242	179,865
Total	..	..	..	..	511	622,550

CLEARED.

Vessels.					Number.	Tons.
Vessels	..	..	..	..	269	442,976
Sailing vessels	..	..	..	..	233	170,525
Total	..	..	..	..	502	613,501

**Table XI.—CUSTOMS Return of all Shipping for the Year 1884 to
1885 Entering Rio.**

Nationality.	Sailing.		Steam.	
	Number.	Tons.	Number.	Tons.
German	51	15,938	92	136,851
American	85	43,963	15	27,401
Argentine	2	976	1	812
Austrian	2	600	5	6,387
Belgian .. ..	..	..	27	46,284
Brazilian	16	5,165	54	26,438
Chilian .. ..	..	..	1	141
Columbian .. ..	..	..	2	310
Danish	9	2,155	1	981
French	3	1,783	98	192,867
Spanish	9	2,621	..	..
Italian	11	4,550	45	73,420
Norwegian	111	39,886	1	277
Portuguese	53	22,407	..	..
Russian	3	1,895	1	691
Swedish	29	10,554	..	..
Total	384	152,493	343	512,860
British	224	171,678	274	445,496
Grand total ..	608	324,171	617	958,356

TABLE XII.

Number.	Name of Company.	Whereto and Whence.	Number of Steamers in employ.	Tonnage.	Number of Round Voyages.	Miles.	Names of the Provinces in which Steamers Navigate.	Number of Passengers.	Number of Packages.	Receipts.	Expenses.	Embodily.	Object of Route, and Remarks.
1	Braslian Navigation Company	From Rio de Janeiro to Para	6	1,542 to 1,760	37	176,400	Espirito Santo, Bahia, Pernambuco, Ceara, Maranhão	27,221	637,353	Milreis. 630,286	Milreis. 729,000	Milreis. 729,000	This Company consumed 22,720 tons of coal. Its object is to connect the trade of the northern ports of Brazil with the capital.
2	National Steam Navigation Company	From Rio de Janeiro to Monte Video	6	400 to 900	63	...	Rio de Janeiro, St. Paulo, Parana, Sta. Catharina, Rio Grande do Sul	24,360	812,023 weighing 38,354,773 kilos.	1,070,308	1,403,764	680,000	Object of this is to connect trade of southern ports of Brazil and River Plate with capital. It is compelled also to keep up river navigation on Paraguay to Matto Grosso.
3	Espirito Santo and Caravallas Company	1. Itapemerim to Caravallas 2. Itapemerim to S. Mathias	4	...	12 12	1	Espirito Santo and Rio de Janeiro	1,105	97,304	...	...	60,000	Consumes 15,200 tons of coal. To connect trade of Province of Espirito Santo with Rio. Population of Province of Espirito Santo 100,000. Some of these steamers run from Rio to Campos and to Itapemerim.
4	Pernambucana Coast- ing Navigation Com- pany	1. Recife to Camorim 2. Recife to Bahia	8	222 to 600	72	52,045	1. Pernambuco, Parayba, Rio Grande do Norte and Ceara 2. Pernambuco, Alagoas, Sergipe, and Bahia	7,094	351,736	412,164	393,122	154,600 from Imperial Government and 32,400 from Province.	These steamers consume—smallest 7 tons a day, largest 22 tons. Total steamers valued at 828,491 milreis. The object of this is to collect the trade of some of the northern and central ports of Brazil at Pernambuco.

TABLE XII.—continued.

Numbers.	Name of Company.	Wherefrom and Whereto.	Number of Steamers in employ.	Tonnage.	Number of Round Voyages.	Number of Miles.	Names of the Provinces in which Steamers Navigate.	Number of Passengers.	Number of Packages.	Receipts.	Expenses.	Subsidy.	Object of Route, and Remarks.
5	United States and Brasil Mail Steamship Company	Rio de Janeiro to New York	3	...	...	...	Touching at Para, Maranhão, Pernambuco, Bahia, and St. Thomas	...	...	...	...	Milreis. 200,000	To establish a direct steam trade with the United States.
6	Coasting Navigation Company of Maranhão	1. San Luis to Fortaleza 2. San Luis to Belém	4	412 to 609	24 to 12	...	1. Maranhão, Piauí, Ceará 2. Maranhão and Gran Para	3,923	1,985,689 Kilos.	217,552	183,176	216,000	To establish postal communication along northern ports, and to collect produce at San Luiz and Belém, the chief shipping port for foreign parts. This Company has also several steamers for river navigation. (See Table.)
7	Company of Bahia ...	1. Estancia to Macio 2. Ilheus to Caravelas 3. Itaparica, Nazaré, and Valença	8 iron, built in England 6	195 to 597 90 to 120	48 to 14 327	54,057 ...	1. Bahia, Sergipe, Alagoas 2. Espírito Santo 3. Interior of Bahia	...	...	...	...	155,000, also 129,000 from Province.	For keeping up postal communication and collecting produce at Bahia from adjoining provinces. Capacity for carrying cargo of these vessels is, coasting from 120 to 520 tons. They burn from 19 to 20 tons in 24 hours; river, 15 to 100 tons, burning from 6 to 10 tons.

TABLE XIII.

Number.	Name of Company.	Wherefrom and Whereto.	Steamers.	Tonnage.	Number of Round Voyages.	Provinces through which Passing.	Number of Miles.	Number of Passengers.	Cargo.	Subsidy.	Object of Route, and Remarks.
1	National Steam Navigation Company	From Monte Video to Guyabá	..	80	12	Matto Grosso in Brazil, Republic of Bolivia, Paraguay, and Provinces of Corrientes and Entre Rios, in Argentine Republic	2145	..	..	Milreis. See Table	These steamers navigate the rivers La Plata, Paraná, Paraguay, S. Lorenzo, and Cuyabá. The interior of the Province of Matto Grosso, in Brazil, is thus connected with the capital. Distance of Cuyabá from Rio de Janeiro, 3,339 miles.
2	Navigation from Corumbá and San Luiz de Cáceres	From Corumbá to S. Luiz de Cáceres	..	..	12	Matto Grosso ..	753 Kiloms.	..	..	10,000	By River Paraguay for conveyance of mails. S. Luiz de Cáceres is about 60 miles from Bolivian frontier, and on the road to Matto Grosso.
3	Navigation to Miranda	From Corumbá to Miranda	..	..	..	" " "	150	..	..	5,000	By River Paraguay to South, and then by the Miranda river to the town of Miranda. It is situated some 150 miles S.E. of Corumbá. Matto Grosso, S. Luiz de Cáceres, Corumbá, and Miranda are important places in this frontier, hence the necessity of keeping open communication between them.
4	Navigation of lower part of the River San Francisco	From Piranhas to Penedo	..	..	..	Bahia, Pernambuco, and Alagoas	114	..	..	40,000	The River San Francisco is navigable for about 125 miles from its mouth. This river rises in Minas, and runs for many hundred miles through that province and Bahia. Being, however, very shallow, and having in many places a rocky bed, it is from all accounts not likely to be useful for navigation.
5	River Company of Maranhão	1. From S. Luiz to Cárcias 2. From S. Luiz to Pedreira 3. From S. Luiz to Monca	5 and 6 steam launches	40 to 60	..	Maranhão ..	300 400 160	.. .. ..	.. .. ..	See Table " "	1. Passes along River Itaipura to Caxias, via Rosário, Coratá, and Codo. 2. Passes along River Mearim, via Anajutaba. 3. Passes along River Pindaré, via Vianna. These rivers rise in the Sierra do Negro and its eastern continuation. They form the chief highways of this province, and by them produce is brought down to the shipping port of S. Luiz. Population of Maranhão 500,000.

TABLE XIII.—continued.

Number.	Name of Company.	Wherefrom and Whereto.	Steamers.	Tonnage.	Number of Round Voyages.	Provinces through which Passing.	Number of Miles.	Number of Passengers.	Cargo.	Subsidy.	Object of Route, and Remarks.
6	Tgnasu and Rio Negro	1. From Port of Uniao da Victoria to Porto Amazonas 2. From Uniao to Villa do Rio Negro	..	..	20	Parana	..	..	..	Milreis. 12,000	The River Tgnasu enters the Parana.
7	Amazon Steam Navigation Company	1. From Manaus to Hymatnam 2. From Manaus to S. Antonio 3. From Manaus to Sta. Isabel 4. From Manaus to Iquitos	5 4 5 3	351 to 876 423 250 to 350 350 to 450	12 12 12 12	Amazonas. This province was at one time called Yori-mania, from the Indians called Yori-mans who inhabited it " " " Para and Amazonas ...	1,010 700 423 1,152	8,825	4,948,818 kilos, or 656,801 packages .. .. ..	.. 480,000 40,000 ..	<p>The River Rio Negro enters the Tgnasu.</p> <p>1. Navigation of River Purus. This river rises in Bolivia, and enters Solimoes above Manaus. This would give on the River Purus a distance run per annum of 24,240 miles.</p> <p>2. Navigation of River Madeira. This rises in Bolivia, and enters Amazon about 110 miles below Manaus. This distance run on this per annum would be about 16,800 miles.</p> <p>3. Navigation of River Negro. This rises in Mountains of New Granada, and enters River Solimoes at Manaus. The total distance run on this river would be about 10,182 miles per annum.</p> <p>4. Navigation of Solimoes, chief branch of the Amazon. The distance run on this per annum would be 27,548 miles. Distance from Manaus to Belem is 927 miles, so that from Belem to Iquitos is about 2,079 miles. Unfortunately population throughout this province is very sparse, being but 100,000 souls, the superficies being 66,300 square leagues.</p>

Rio Janeiro, February 23, 1886.

SANTOS.

*Report by Consul Couper on the Trade and Commerce of Santos,
Province of São Paulo, for the Year 1885*

THERE is no new feature in the production of this province. Coffee Staple produce still continues to be its staple and only article of export. Former reports have treated exhaustively this subject, and there is nothing to add to it, except the fact that the production of coffee shows a tendency to increase, notwithstanding the very great depreciation in its value during the last few years—a depreciation which barely leaves a margin for profits, and has reduced the revenue derived from it by several million of pounds.

Coffee, as already stated, is the only article of export, and the ship- Exports. ments during the past year were larger than those of any of the previous ones, in consequence of the extension of the crops. Great Britain consumes but little of the São Paulo, or “Santos” coffee, as it is commonly called, hence the shipments thither are small and of no great consequence. New York, Havre, and Hamburg are the principal markets of the staple produce of this province (see Annexes B. and C.).

The import trade of this province, carried on through the port of Imports. Santos, still continues to be of growing importance, and as long as the province develops its resources at the rate of past years, the import trade will increase in direct ratio to the same. There has been no diversion or new feature in the import branch of trade here. Great Britain, as heretofore, supplies the greater portion, both in bulk and value, of the imported goods, and entirely monopolises the trade in railroad and tram plant, and rolling stock, gas and waterwork materials, agricultural implements, hardware and machinery of every description, and coal. Although Germany endeavours to compete in cotton goods, British makes are preferred and command the market. Unfortunately no statistical information as to the volume and value of the importation from different countries can be given, inasmuch as the Custom-house has never yet published statistical matter on this subject.

There was a great falling off in number of British ships entering the British ship- port of Santos in 1885, as compared with other years. Two years back ping. British shipping, whether sailers or steamers, far exceeded that of any one nation, but last year steamers under the German flag, and sailing vessels under the Norwegian flag, considerably exceeded those under the British flag. The cause of this appears to be the much lower rates at which the Germans and Norwegians can equip and sail their vessels. The low freight, which now rules through excessive competition, apparently leaves no margin for profits, and the general cry of the ship-master is that their vessels are sailing at a loss. This, in regard to British vessels, appears to be actually the fact in most cases, inasmuch as the sailing expenses of a British vessel are about twice as great as that, say, of a Norwegian vessel. For instance, in the first place, the Norwegian mercantile marine consists of, principally, English vessels bought up cheaply; second, the Norwegians victual their vessels at a much lower rate than the English; and lastly, the wages

paid to Norwegian crews, whether master, mate, or seamen, average half the wages paid to British seamen of the same class. British shipping cannot compete under such disadvantages, and if the Norwegian mercantile marine was sufficiently large they would, under the circumstances noted, do the entire carrying trade.

Import and
export trade
generally
detailed.

Under the heading of exports it was stated that Great Britain consumed but little of the coffee exported from Santos; hence this branch of the trade, commercially speaking, does not interest the industries or trade of Great Britain. It is otherwise however with the import trade, inasmuch as with the exception of farm house and market garden produce, every commodity used by a civilised community, possessed of no productive industries of its own, is imported from such countries as can supply the demand for them to best advantage. The demand for foreign commodities and industrial production increases every year in this province with the expansion of its population and the development of its vast territories.

Chief articles
of import
detailed.

The demand comprises household furniture, utensils and commodities, hosiery, ready-made male and female attire, boots and shoes, cotton, woollen, and linen materials, jewellery, wines, beers, groceries, flour, oil, kerosene, preserved meats and fruits, stationery, medicines, china and porcelain, hardware, cutlery, glassware, earthenware, agricultural implements, railroad stock and plant, waterwork plant, tram car stock and plant, and every description of machinery and iron work.

Specialities of
British indus-
tries command
preference.

Great Britain, by reason of her practically inexhaustible stock of industrial products, unlimited productive power, and possessed of the facilities of capital, material, enterprise, sea transport, &c., ought to supply the non-industrial countries with her productions without fear of competition from countries less favourably situated. Such is, in point of fact, the case in this province. The importations from Great Britain alone amount to nearly half the value of the total import trade. Other countries, notably France, Germany, and America, are attempting competition, but with no marked success at present; the long-standing specialities of British industries always obtain preference.

Where foreign
products com-
pete with
British.

In those cases where the productions of foreign industries compete successfully with, or are superseding those of Great Britain, the cause or fault is generally traceable to the British manufacturers themselves, who, often too conservative in style and design, obstinately ignore the tastes, wishes, and requirements of consuming markets; whereas, on the other hand, competitors in Germany, France, and America, with a keener eye to business and more mobile in disposition, spare no pains to adapt and supply goods in accordance with the wants and peculiarities of each country.

British
earthenware
trade super-
seded.

To exemplify this assertion, mention may be made of the earthenware and glass trade of this province to within very recently supplied from British industrial sources alone, but now almost entirely superseded by the introduction of German earthen and glass ware. The diversion of this trade is solely due to the persistence with which the British workers, in the face of warnings from their correspondents here, supplied obsolete ware, heavy in weight and ungainly to the sight; whereas the Germans introduced an article of less weight, and always of the latest modern design, thus at once competing advantageously with the British wares in several essentials, viz., modern forms and patterns to meet the generally diffused desire for "novelty" and lightness of weight, to economise cost of production, transport freight, and custom duties, paid by weight.

By not giving thought to these simple matters a lucrative trade has

been lost to British industries in this province; and what has happened to the earthenware trade may also happen to other branches of trade if British manufacturers through remissness allow their foreign competitors to steal a march on them.

Old merchants, who date their ideas from the ante-steam and electric wire stage of business, say trade is precarious and depressed, apparently because they no longer make the large profits of the days when business was the monopoly of a few. The younger race of business men who now invade and overstock all commercial pursuits say the same, apparently because they do not reap the golden incomes of the old monopolists. But in the face of a trade increasing in volume and value during the last 20 years, the assertion appears quite untenable. Depressed trade is a misnomer, and its position in this province may be summed up thus: export trade steadily increasing during the last 20 years in volume, but showing a great decline in the value of the staple article, consequent on over-production here and elsewhere, while the import trade becomes more extended and important every year.

Remarks as to trade depression.

Notwithstanding the general consensus about a period of bad trade, or unremunerative trade, there is little doubt that the volume of money turned over in business at present is far greater in proportion than ever it was before; but instead of filling the pockets of a few, as in former days, it has now to be subdivided, almost ad infinitum, into smaller shares: that is, by a vastly extended competition profits are being reduced to a minimum; in many cases, probably to an unremunerative minimum. The depression is therefore in profits, but not in trade.

Depression in profits, not in trade.

The controversy anent the harbour improvements of Santos, already fully commented upon in previous reports, still continues, and this vexed question seems as far from settlement as ever. The provincial government, in the anxiety to prevent the undertaking falling into the hands of a foreign company, vetoed and opposed the original and only feasible plan of placing the works in the hands of a company, and obtained from the Imperial Government a concession empowering them to carry out the works themselves. But the provincial government now find that they have not the funds to enable them to carry through such an extensive enterprise; hence the question has again lapsed and fallen into a stage of uncertainty and squabbles. And the old adage about the horse starving while the grass is growing will soon apply to the port of Santos, for while the provincial legislature cannot agree as to who are to undertake the works, the harbour is rapidly being ruined.

Santos harbour improvements.

The delays, detentions, and expenses to vessels are already unbearable, and the longer the improvements are delayed the more onerous they become to trade, commerce, and shipping. In fact, if the harbour is allowed to remain in its present deplorable and deteriorating condition, it is quite probable shippers and importers will abandon Santos as a convenient port, and adopt the overland route to and from Rio de Janeiro. The province of São Paulo would then lose the main-spring to its vitality and commercial independence.

Italian immigrations seems to have permanently set towards this province, and a kind of new Italy is being formed. The immigrants are a fine-looking set of men, and well adapted to the climate. Now that the extinction of slavery is proximate, the introduction of this hardy class of men will give stability to the agricultural interests, and form the basis of a vigorous population.

Immigration.

One of the advantages of the Italian immigration is already manifesting itself. These people have introduced, from their native land, the cultivation of the vine on a scientific scale for the elaboration of wine. Some of the wine thus produced has a peculiar but most palatable

Native wines.

bouquet, due to the flavour of the native grape. The wine is insinuating, seductive, and rather deceptive in its qualities. The first impression on the trial of a bottle is that it is *suaviter in modo*; but as the trial continues the second impression is that it is decidedly *fortiter in re*, and not to be indulged in too freely. This wine evidently has a future before it, and the province of São Paulo a new industry which, if properly fostered, may become lucrative.

São Paulo
generally.

Although the province of São Paulo has lost about two-thirds of its income by the great depreciation in the value of the staple export produce—the calculation is based on the coffee prices ruling previous to the year 1883—yet the provincial resources are being rapidly developed. Railroads are being extended in all directions, thus opening out new regions for settlements and centres of enterprise; the future prospects of the province are therefore good. There is nothing further of note to record in the present report. The returns relating to shipping and exports will be found in Annexes A., B., and C.

Annex A.—RETURN of all Shipping at the Port of Santos in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
German	23	6,663	93	136,730	116	143,393
British... ..	35	12,002	71	90,669	106	102,671
French... ..	...	...	39	59,283	39	59,283
Italian... ..	7	3,895	11	13,793	18	17,688
Austrian... ..	...	...	6	6,492	6	6,492
Belgian... ..	...	...	2	2,359	2	2,359
Danish... ..	8	2,003	1	1,070	9	3,073
Norwegian... ..	74	28,900	...	...	74	28,900
American... ..	11	3,585	...	...	11	3,585
Brazilian... ..	136	7,893	211	125,464	347	133,357
Other nations... ..	9	2,738	...	...	9	2,738
Total	303	67,679	404	435,560	737	503,539

Total for the preceding year, 656 vessels = 464,963 tons.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
German	26	7,866	91	132,076	117	139,942
British... ..	34	11,833	72	92,723	106	104,556
French... ..	...	...	39	59,283	39	59,283
Italian... ..	6	3,637	10	13,128	16	16,765
Austrian... ..	...	...	6	6,492	6	6,492
Belgian... ..	...	...	2	2,359	2	2,359
Danish... ..	9	2,148	1	1,070	10	3,218
Norwegian... ..	70	27,742	...	...	70	27,742
American... ..	9	2,847	...	...	9	2,847
Brazilian... ..	133	7,653	211	125,464	344	133,157
Other nations... ..	9	2,738	...	...	9	2,738
Total	296	66,504	432	432,595	728	499,099

Total for the year preceding, 667 vessels = 465,827 tons.

Annex B.—RETURN of the Principal Articles of Export from Santos during the Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coffee	119,182	3,452,300	114,057	3,842,212
Total	119,182	3,452,300	114,057	3,842,212

RETURN of the Principal Articles of Import to Santos during the Year 1885.*

Annex C.—TABLE showing the Total Value of all Articles Exported from Santos and Imported to Santos during the Years 1884 and 1885.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
Channel and United Kingdom.	78,190	61,972		
Hamburg	699,630	636,448		
Havre	1,050,450	1,498,204		
Antwerp	377,700	384,360		
Lisbon	24,820	58,024	Not obtainable.	Not obtainable.
Mediterranean	492,620	350,182		
United States	668,250	820,512		
Other ports	65,630	37,510		
Total	3,452,290	3,842,212	..	..

Santos, February 17, 1886.

* The Table of Imports under this Annex is not filled in, as the information is not procurable.

EGYPT.

SUAKIN.

*Report by Consul Cameron on the Trade and Commerce of Suakin
for the Year 1885.*

THE present revolution in the Soudan has ruined the trade of Present in Suakin, and during 1884 and 1885 no caravans have gone into or come of trade, 1884-1885. from the interior by the Suakin-Berber or Suakin-Kassala roads.

In 1882 Arabi's rebellion took place in Egypt, and in 1883 the Mahdi's influence had fairly spread; nevertheless the receipts of the Suakin Custom-house showed a steady growth of genuine trade with the interior over previous years.

In 1882 the exports amounted to 160,000*l.*, in 1883 they fell to 130,000*l.*, in 1884 they fell to 10,000*l.*, while in 1885 they were less than 5,000*l.*

The imports rose from 240,000*l.* in 1882 to 288,000*l.* in 1883. These totals prove a genuine trade with the natives of the interior, as the population of Suakin was very small. But before the end of 1883 Osman Digna had closed the two great caravan routes from Berber and Kassala, and had it not been for the presence of a British garrison and a certain influx of Europeans, the imports of 1884 and 1885 would have been quite insignificant. In 1884 the imports amounted to 123,000*l.*, and in 1885 they rose to 176,000*l.* These totals are of course exclusive of all Government commissariat stores, but they include a large quantity of coal brought here for the naval transports and for the condensers on shore and afloat. They comprise cattle and sheep, with flour, beans, maize, and all sorts of tinned provisions; liquors, beer, wines and spirits; cotton goods and general clothing; hardware, fancy and miscellaneous goods.

In 1883 cotton goods to the value of 204,000*l.* were imported. In Cotton cloths. 1884 they fell to 20,000*l.*, and in 1885 to 8,000*l.* This is the true index of the present state of the Suakin import trade.

Meanwhile liquors had risen from 7,000*l.* to 21,000*l.*; and mis- Liquors. cellaneous articles from 71,000*l.* to 126,000*l.*

Taking 1883 as the last year of trade with the interior, it appears Three quarters that three-fourths of the export trade was carried in English ships; of entire and again of the entire imports a full three-fourths (mostly cotton trade British. goods) came from England.

On reference to Annex C. imports, 1883, it will be noticed that out Raftieh. of the total 288,000*l.*, only 91,000*l.* came from England and 168,000*l.* per raftieh; this means that only 91,000*l.* came direct from England as per bills of lading, while the 168,000*l.* came by raftieh bills of lading, the goods having been transferred here from some other part of Egypt or Turkey, where they had already paid duty. Thus deducting 168,000*l.* from 288,000*l.* we have 120,000*l.*, three-fourths of which is the 91,000*l.* from England, a true proportion. Further, there is no doubt that three-fourths of the raftieh total of 168,000*l.* was also originally from England.

During the last two or three years, in the course of my inquiries at [301]

Cairo and Suakin into the Soudan trade, I have been able to arrive at certain conclusions, which I now submit:—

Nile route to
Cairo versus
Suakin route.

(1) Hitherto the bulk of the entire Soudan trade has been carried along the Nile to Cairo. This route has influential supporters among the native merchants in Egypt, and it will not be easy to divert their trade to Suakin. Ivory and feathers especially follow the Nile route.

Cotton at
Tokar.

(2) There is a serious promise of cotton being grown in the Tokar district. Two cotton spinning factories exist at Suakin, but they have long since closed working.

Coffee.

(3) At Suakin in 1883 there was also a considerable export of coffee from Gallabad and the Abyssinian frontier. People in this town are very sanguine of the rapid increase in export of both cotton and coffee as soon as the country is pacified.

Suakin-Berber
railway.

(4) Too much stress has been laid upon the purely commercial advantages of the Suakin-Berber railway. This is not the place to discuss the question whether the railway should be constructed at the expense of Government, as a political and military measure, for the purpose of reconquering or pacifying the Soudan and opening it up to trade. It may be possible to pacify the Soudan without the railway.

Importance of
river naviga-
tion.

Starting on the hypothesis of such a pacification, and on the roads being open to Kassala, Berber, and Khartoum, the first thing necessary will be to revive and reorganise the ordinary simple caravan traffic by camels, and thus make the most of a very promising trade with the interior, such as it was in 1883. The camel traffic being brought to a high state of perfection and placed in the hands of proper agents, the second step will be to create and develop such a river service, especially from Khartoum southwards, as will open up the Senaar, Bahr Gazelle, and equatorial provinces. Steamers and lighters will be needed long before railway locomotives and trucks. These river craft can be brought up the Nile at the right season past Dongola and Berber to Khartoum.

The really fertile provinces of the Soudan lie far south of Khartoum, which town indeed is only a halfway station to the sea. When the Bahr Gazelle, with some of its tributaries, and the Bahr Gebel and the White and Blue Niles have been rendered safe and thoroughly open to commerce, it will be time enough with fresh statistics to tempt investors to take shares in the Berber-Suakin railway as a genuine commercial enterprise.

The first Soudan trading company should devote its capital to the steam navigation of the Upper Nile. Its financial success will result in the construction of the railway. The sources of wealth must first be tapped far inland in the heart of Africa; and then when ivory, gum, india-rubber, and other precious produce have been accumulated at Khartoum, Shendy, and Berber, the railway will follow as a matter of course. But it must always be borne in mind that it is the last of several important stages, and that the enormous outlay for construction can only be covered after the trade has been thoroughly developed by the steamer service.

Annex A.—RETURN of all Shipping at the Port of Suakin in the Year 1885.

Exported.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1. British	3	...	332	...	335	...
2. Egyptian ... ..	...	...	87	...	87	...
3. Italian ... ..	...	...	31	...	31	...
Other countries ...	3	...	6	...	9	...
Total	6	...	456	...	462	...

Total for 1884, 230.

Imported.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1. British	2	...	325	...	327	...
2. Egyptian ... ..	...	...	85	...	85	...
3. Italian ... ..	...	...	31	...	31	...
Other countries ...	...	...	6	...	6	...
Total	2	...	447	...	449	...

Total for 1884, 230.

B. (1)—RETURN of Principal Articles of Export from Suakin during the Years 1885, 1884, and 1883.

Articles.		1885.		1884.		1883.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Gum	Cwt.	2	£ 2	1854	2,414	47,329	56,606
Cotton	"	21	13	670	1,045	28,727	40,432
Hides	Piece or weight	...	2,941	...	1,453	...	5,760
Coffee	Cwt. ... ..	...	...	...	...	2,610	6,338
Sesame ... ..	" ... ..	...	...	600	419	5,000	2,490
Other articles ...	" ... ..	...	1,669	...	5,123	...	14,634
Total ... ..	...	...	4,625	...	10,454	...	127,263

B. (2)—RETURN of Principal Articles of Import to Suakin during the Years 1885, 1884, and 1883.

Articles.		1885.	1884.	1883.
		Value.	Value.	Value.
Cotton goods.. ..	.. ..	£ 7,794	19,508	204,261
Grain .. ..	.. ..	6,912	14,598	5,069
Cattle .. ..	.. ..	13,567	4,258	Nil
Liquors .. ..	.. ..	21,806	7,119	6,882
Other articles .. ..	.. ..	126,271	77,876	71,842
Total .. ..	.. ..	176,350	123,359	288,054

C.—TABLE showing Total Value of all Articles Exported from Suakin and Imported to Suakin, from Foreign Countries and to Foreign Countries, during the Years 1885, 1884, and 1883.

Country.	Exports.			Imports.		
	1885.	1884.	1883.	1885.	1884.	1883.
	£	£	£	£	£	£
England	1,163	6,537	84,855	54,890	24,830	91,044
Ottoman flag (Egypt and Turkey)	1,257	3,100	28,587	14,294	9,038	2,730
Austria	1,000	494	7,708	1,606	673	2,278
India	627	100	521	33,897	3,490	11,528
France	12	72	3,362	190	536	5,627
Other countries ...	561	101	2,230	9,189	3,536	6,719
Raftiehs ... ..	...	...	...	62,284	81,247	168,133
Totals	4,625	10,454	127,263	176,350	123,359	238,054

Suakin, March 5, 1886.

FRANCE.

BORDEAUX.

*Report by Consul Ward on the Trade and Commerce of Bordeaux
for the Year 1885.*

ALTHOUGH the statistical and all other information obtainable at State of trade. this date with respect to last year's trade at this port is very incomplete, there can be no doubt that the general depression of trade was felt more severely at Bordeaux during the year 1885 than in any one of the preceding three years. It is true that so far as can be estimated at present there was but little diminution last year in the volume of trade, and, as will be seen below, that the aggregate tonnage of shipping entered and cleared at this port was only slightly less than in 1884; yet the complaints amongst commercial men regarding the results of last year's business are almost universal, and the reasons for these complaints in particular as regarded the prominent branch of business, viz., the wine trade, were and are sufficiently evident. For whilst the same causes which have been and are still pressing heavily upon the general commerce of the world have naturally also had a share in affecting the trade in genuine Bordeaux wines, the same experienced additional depression owing to the unfavourable vintage, and to the continued falling off in the production consequent upon the further destruction of the vines in many parts of this district.

With regard more particularly to British trade with this port, it will be gathered from the subjoined report that a falling-off of about eight per cent. took place last year in the tonnage of British shipping compared with the year 1884; whilst as regards the direct sea-borne trade between the United Kingdom and Bordeaux, as carried on under the flags of all nations, a diminution of about seven per cent. took place in 1885 compared with the preceding twelve months.

I. SHIPPING AND NAVIGATION.

The gradual increase apparent in the returns of the aggregate Shipping of number and tonnage of shipping visiting Bordeaux previous to the year all nations. 1883 has, so far as regards the tonnage, been followed by a decline during the last two years. It may however be assumed that this decline has been owing more to the prevalence of cholera in Southern France (though only very few cases occurred in this port) than to the depression of trade, though of course the very low rates of freight caused by the stagnation of many branches of trade have also had their share in diminishing the sea-borne traffic of this as well as other ports. With regard to the returns for 1885 as compared with those of the preceding twelve months, the following figures (which comprise merely laden ships) will show that a falling-off of 5,000 tons took place last year in the aggregate tonnage of the arrivals, and a falling-off of 42,882 tons in that of the departures, viz. :—

Total ships
entered.

1. SHIPS Entered (with Cargoes) in 1885.

Nationality.	Sailing.		Steam.		Total.	
	Number of Ships.	Tonnage.	Number of Ships.	Tonnage.	Number of Ships.	Tonnage.
British	41	25,390	699	444,651	740	470,041
French	Not specially given by official returns.				628	242,951
All other nations (not specially enumerated)	"	"	"	"	464	320,754
Total ... ..	...	...	...	...	1,832	1,032,746
" for the preceding year	...	...	...	...	1,759	1,038,005

Total ships
cleared.

2. SHIPS Cleared (with Cargoes) in 1885.

Nationality.	Sailing.		Steam.		Total.	
	Number of Ships.	Tonnage.	Number of Ships.	Tonnage.	Number of Ships.	Tonnage.
British	24	13,245	467	238,740	491	251,985
French	Not specially given by official returns.				624	373,987
All other nations (not specially enumerated)	"	"	"	"	442	266,346
Total ... ..	...	...	...	...	1,547	894,318
" for the preceding year	...	...	...	...	1,468	936,650

Direct
shipping trade
of Bordeaux.

With regard to the countries whence the ships arrived last year, and for which they were bound from hence, it appears from the official returns that of the total tonnage arriving here in 1885 about 30 per cent. came from British ports, and of the total tonnage cleared about 28 per cent. were destined for ports of the United Kingdom. Comparing these figures with those for the year 1884, there appears to have been a decrease last year of 27,413 tons in the arrivals from, and of 1,217 tons in the departures for, the United Kingdom. The countries ranking next to Great Britain in the importance of their sea-borne trade with Bordeaux are the Argentine Republic, the United States of America, then Chili, Austria, Spain, Sweden, &c.

British
shipping.

Reviewing more particularly the sea-borne trade of Bordeaux carried on under the British flag (as given in the following table), it will be seen that a diminution of about 50,000 tons took place last year in the tonnage of the ships entered, including ships with cargoes and in ballast, and of 60,000 tons in that of British ships cleared compared with the preceding year, previous to which a steady increase was experienced both in the tonnage of the arrivals and of the departures.

BRITISH SHIPS.

Year.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
1880	740	390,371	727	383,799
1881	710	388,015	705	385,891
1882	747	419,319	746	481,923
1883	820	513,012	831	511,497
1884	789	513,730	774	513,524
1885	757	478,714	752	453,334

Out of the 757 British vessels entered last year there were only 41 sailing ships. British steamers.

In addition to the 716 steamers which entered this port itself, it is necessary to mention about 80 steamers, of an aggregate tonnage of about 100,000 tons, which arrived at and departed from the outport of Pauillac, lower down the river. These latter however which belonged for the greater part to the Pacific Steam Navigation Company, only remained a few hours at Pauillac, for the purpose of embarking passengers and small quantities of cargo on their outward and homeward voyages between British ports and America.

The total number of casualties reported by British ships arriving at Bordeaux during the past year was 14, against 39 reported in 1884. Casualties to British ships. I have again, as last year, to add that a large proportion of these casualties, viz., eight out of the total 14, occurred whilst the vessels in question were under charge of French Government pilots, the employment of pilots between Bordeaux and the mouth of the Gironde being compulsory.

The number of sea-going ships belonging to the port of Bordeaux at the end of last year was 221, of an aggregate tonnage of 130,855 tons. Bordeaux ships. These figures are considerably below those of the shipping belonging to Marseilles and to Havre, but exceed those of any other French port. Shipbuilding at Bordeaux is at a standstill and the shipbuilding bounties offered by the French bounty laws of 1881 have certainly not had the effect of resuscitating the shipbuilding industry in this district. Shipbuilding and bounties. Nor have these bounties, combined with those offered to navigation, enabled, for instance, the Bordeaux-New York Steamship Company to attain to any degree of prosperity.

French Ship Brokerage Charges.—The question as to the modification of these charges, and more especially of the much complained-of and exorbitant fee charged by the ship-brokers at Bordeaux (though not at Marseilles or Havre) for the mere oral interpretation of the oath required to be made by shipmasters who are unacquainted with French, on entering their ships at the Custom-house, remains in *statu quo*, in spite of the representations made by Her Majesty's Government to that of this country. A further grievance for the shipping interest was moreover added last year (as reported at the time by me) by the publication of a new regulation on the part of the Bordeaux Customs authorities prohibiting in future the consignee of the hull of a vessel visiting this port from entering and clearing the same without being accompanied by a ship-broker. It has been pointed out by me in reports furnished with reference to this new regulation (to Her Majesty's Embassy at Paris) that the same is clearly opposed to numerous decisions recently given by French legal tribunals. Ship brokerage charges.

Emigration.

Emigration.—The total number of emigrants shipped from this port during 1885 was 10,988, of which 8,157 were males and 2,881 females. The number during the preceding twelve months was 9,126. As regards their nationality the large majority were French, Spanish, and Italian subjects; only eight emigrants were British subjects. The destination of all was either North or South America.

II. TRADE AND COMMERCE.

Statistics for
1885 not yet
obtainable.

Statistical returns of the aggregate exportations and importations at Bordeaux during the year 1885 will not be obtainable for many months to come; and it is indeed only three weeks ago that the official returns of the aggregate trade for 1884 have been published, which I beg leave to subjoin in the two following tables, viz. :—

1. RETURN of Principal Articles of Export from Bordeaux during the Years 1893 and 1884.

Export trade.

Articles.	1883.		1884.	
	Quantity.*	Value.*	Quantity.	Value.
	Cwts.	£	Cwts.	£
Wine	2,441,195	4,842,566	2,724,111	4,337,800
Spirits and liqueurs ..	692,947	1,000,226	377,545	1,091,805
Fruit, fresh and dry ..	279,075	426,255	158,800	337,083
Fish	238,395	722,088	263,381	701,715
Plate and jewellery ..	50	481,710	38	348,722
Clothing	18,891	409,954	23,822	564,422
Woollen manufactures..	26,611	851,824	29,235	923,358
Cotton	38,535	760,805	46,939	630,572
Pottery and glass ..	421,236	295,095	458,604	264,248
Cereals	115,269	73,802	103,448	51,180
Sugar, raw and refined.	150,404	204,219	100,225	106,136
Chemical products ..	239,817	514,962	261,451	589,969
Books and stationery ..	63,273	144,899	48,868	120,323
Tools	35,112	146,165	51,338	140,084
Resin	100,546	54,327	113,379	53,874
Coffee	27,774	80,909	11,168	28,633
Wood	4,190,793	190,572	4,876,171	222,352
Oil	117,176	213,040	125,382	240,172
Skins and furs ..	64,970	368,244	65,401	380,705
Wool	21,842	105,763	17,673	81,859
Rice	80,223	54,890	54,946	48,584
Cork	7,670	96,879	7,781	97,659
Tobacco	4,801	55,941	4,757	62,370
Machinery	22,028	43,664	9,294	34,973
Other articles ..	2,729,204	2,390,109	3,000,019	3,831,474
Totals	12,127,897	14,475,808	12,938,726	15,289,622

* Calculated at the rate of 100 kilos., equal to 1 cwt.; and 25 fr., equal to 1l.

2. RETURN of Principal Articles of Import to Bordeaux during the Years 1883 and 1884.

Articles.	1883.		1884.		Imp. rts.
	Quantity.	Value.	Quantity.	Value.	
	Cwts.	£	Cwts.	£	
Wood	3,804,700	1,389,235	3,203,681	1,124,569	
Hides and skins ..	393,256	1,877,984	346,902	1,664,791	
Coffee	194,805	570,059	135,462	373,609	
Wood	16,224	55,727	15,374	68,946	
Sugar	350,192	364,562	414,346	323,222	
Fish	468,374	653,754	528,017	756,207	
Tobacco	195,399	453,644	107,720	285,745	
Cocoa	71,782	309,758	74,926	291,816	
Grease	94,399	240,203	75,263	155,472	
Cereals and flour ..	3,439,072	1,736,692	3,292,344	1,437,626	
Coals	8,737,055	275,907	8,174,738	218,149	
Gum	45,695	139,491	63,781	222,899	
Arachides	338,788	238,922	402,116	304,761	
Spirits	328,320	536,402	377,303	536,186	
Cheese	39,107	143,353	34,714	120,566	
Woollen manufactures ..	5,921	132,320	6,140	126,819	
Cotton	36,605	519,899	43,990	577,594	
Manures	165,189	52,165	434,146	226,591	
Rice	370,082	198,766	166,919	85,949	
Copper	109,143	351,559	54,245	156,456	
Ships	115,710	85,460	60,439	40,293	
Iron	607,094	110,582	365,632	67,595	
Wine	2,355,420	1,802,305	1,877,951	1,469,656	
Chemical products ..	218,680	387,075	455,129	394,589	
Other articles ..	2,399,605	2,755,122	2,173,410	2,726,926	
Total	24,895,557	15,381,436	22,886,598	13,757,002	

It is to my great regret quite impossible to obtain statistical information for the purpose of furnishing a statement showing the respective share taken by the various countries of the world in the import and export trade of Bordeaux; the only returns of this kind obtainable are confined to the wine trade, which will be found below under that head. Difficulty of obtaining statistics.

In the absence of complete statistics regarding the trade of last year it is accordingly not possible to say yet whether the falling off in the volume of trade, observable in the preceding table of imports but not in the exports at this port during 1884, has continued in the same proportion. Looking to the returns merely referring to the sea-borne trade (under the head of shipping) it may however be assumed that there has been a diminution, though inconsiderable, in the aggregate volume of trade of this port during the past twelve months. Slight falling off in aggregate volume of trade last year.

With regard more particularly to British trade with Bordeaux, I am after insight into the available Custom-house returns enabled to state that compared with the year 1884 there was, as regards exports to the United Kingdom, an increase in the volume of trade in wool, sardines, chestnuts, fruit (dried and preserved), cocoa, coffee, gum, oils, vegetables, gallic acid, wine and spirits; but a decrease in skins, potatoes, turpentine, pitwood, lead, tartrates, and brandy. As regards imports from the United Kingdom there was an increase in meat, tallow, coffee, jute, tar, spirits, agricultural and other machinery; but a British trade. Exports. Imports.

decrease in the importations of rice, manures, cocoa, hemp, cotton, textile fabrics, bran, porcelain clay, pitch, iron manufactures, copper, and chemical products.

Some observations on the trade and production of wine, and regarding transactions in a few other prominent articles of business at this port during the past year, are here subjoined.

Wine: export trade.

Wine.—(a) Export Trade.—The total exportations of wine in cask and in bottles from Bordeaux during the last year was 1,614,600 gallons less than during the preceding twelve months; that is to say, whilst there was an increase in bottled wines of 42,132 gallons, there was a falling off of wines exported in cask amounting to 1,656,732 gallons. It will be seen from the following table that whilst there was a diminution in the aggregate exportations last year, the exportations more particularly to the United Kingdom exceeded in quantity those of the year 1884. Bottled wines however showed a falling off compared with the year 1883. With regard to other countries it will be seen that a marked decrease in the exportations of wine in cask took place in 1885 to the Argentine Republic—the chief consumer of the inferior kind of French wines, and of late in particular of Spanish, Portuguese, Italian, and other wines which are imported to Bordeaux in order to make up for the deficiency of the former. It is probable that instead of shipping these Spanish and other foreign wines to the Argentine Republic via Bordeaux last year, a considerable proportion were sent direct to South America, and that thus the outfall in the shipments from hence may be accounted for. Exportations to Germany, Belgium, the Netherlands, and the United States of America show an increase last year, as will be observed from the following figures, viz. :—

Countries to which Exported.	Exportations from Bordeaux.					
	Wine in Casks.			Wine in Bottles.		
	1883.*	1884.	1885.	1883.	1884.	1885.
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
United Kingdom ...	3,814,888	3,801,764	4,071,912	916,190	800,580	842,930
Argentine Republic ...	4,971,758	6,918,714	5,555,044	120,428	78,122	132,814
Germany ...	3,031,686	4,182,386	4,532,000	...	...	...
Belgium ...	1,430,440	1,620,080	1,733,710	...	...	...
Netherlands ...	1,586,100	1,560,350	1,673,034	55,308	46,530	124,234
Uruguay ...	1,502,804	1,773,486	1,603,998	...	...	...
U.S. of America ...	1,016,080	586,740	722,018	325,952	236,236	222,356
Brazil ...	376,090	396,638	254,738	61,512	50,314	81,498
Russia ...	333,036	208,340	173,910	...	...	...
Other countries ...	3,883,528	3,350,396	2,941,698	730,444	860,508	710,600
Total gallons ...	22,006,390	24,917,894	23,261,162	2,209,832	2,072,290	2,114,422
Value in sterling	£4,164,151	£4,661,765	about £4,800,000	£822,774	£615,649	about £2,620,000

Character of Bordeaux wine trade.

On glancing at the preceding table and at other figures relating to the previous five years which do not show any very considerable diminution either in the value or volume of the aggregate annual exportations of wine from Bordeaux compared with former periods, it might seem as if the complaints which are heard at this port regarding the unsatisfactory condition of the wine trade of Bordeaux must be unfounded, or at least exaggerated. But the fact is that, though the quantity and value of the aggregate exportations show no very marked decrease, the character of the wine trade has to a great degree changed; and that

* Calculated at the rate of 22 gallons equal to 1 hectolitre.

many old-established firms which used to do a very extensive business in former times, now find the same reduced to transactions of a more limited extent, whilst a large share of the wine trade is at present carried on by other firms who find it more profitable to sell liquids (under the name of "Bordeaux" wine), which are in reality either mixtures of inferior French with Spanish, Italian, and other wines, or which are prepared from raisins or currants. Owing to the considerable outfall in the production of Médoc and other wines grown in this district, and more especially of the class of wine known as table-claret during the last eight years; it has in fact become impossible for the firms first alluded to who would scorn to sell anything but the pure growth of the Bordeaux vineyards, to supply their customers with the same quality of wine at prices paid before that time, and in some instances it is indeed not possible to furnish these same wines at all in consequence of the destruction of the vineyards where they were produced. Whilst thus many customers who really understand what they are drinking are prevented by these higher prices from buying genuine wine at Bordeaux and as for instance in England prefer drinking whiskey to bad claret, other persons who care less for quality, than for quantity, external making up of the bottles, &c., now buy their supplies from those Bordeaux houses which owing to the origin of the liquids they sell, are able to offer the same at very low prices, and which see no harm in affixing to the same fictitious names and vintages. Consumers of Bordeaux wines in England and elsewhere have in most cases themselves to blame when they complain of the same having deteriorated of late years, for it is simply not possible to buy good pure Bordeaux table-claret at the same price as 10 years ago, either here or anywhere else. Anyone who does not mind paying a higher price and will only take the trouble to apply to one of the really respectable wine merchants in this town or to their agents elsewhere, will be able to obtain the genuine produce of Médoc or other parts of this district in sufficient quantities for many years to come, in spite of the decrease in production.

Increase of
price in
genuine
Bordeaux

(b) *Wine Production.*—The most important among the wine-growing departments of this Consular district which comprises the 15 south-western departments of France are besides the Gironde, Vienne, Lot-et-Garonne, Upper-Garonne, Gers, and Charente. The most important as regards quality of the wine as well as quantity is the Gironde of which Bordeaux is the capital and which as is probably well known comprises Médoc, the French red wine district par excellence, and also the celebrated white wine district of and around Château-Yquem. As already observed above, a further falling-off took place last year in the wine production both of the Gironde and of other departments of this district. The Gironde which in 1883 produced 41,806,298 gallons, and in 1884 29,440,026 gallons, only produced 23,673,282 gallons in 1885; thus showing a diminution of 5,766,794 gallons in last year's vintage compared with the preceding year. In order to show the outfall in production compared with former times, it may be mentioned that the most recent abundant vintage, viz., that of 1875 which was likewise of excellent quality, produced no less than 116,147,000 gallons. Other departments of this district experienced a yet more considerable decline last year compared with the crop of 1884; in the department of Gers for instance the yield was almost 40,000,000 gallons less, and in the Upper-Garonne it was 15,545,000 gallons less; and others show a similar diminution.

Wine produc-
tion.

Decrease of
production.

Although, as it is hardly necessary to observe, the prejudicial effects of the Phylloxera had a very great share in causing this further

Causes of
decreased pro-
duction.

Mildew.

diminution of the production in this part of France as well as elsewhere, the unfavourable results of last year's vintage were to a considerable degree due also to other causes; these were, besides atmospheric influences the prevalence of mildew, and the continued presence of other noxious parasites, amongst the vines. The following figures will afford a general insight into the present condition of the vineyards of the Gironde department, compared with 1884:—

Extent and condition of vineyards.

	1884.	1885.
	Acres.	Acres.
Area of vineyards planted with French vines ..	315,742	317,105
" " with American vines ..	5,542	6,930
" plantations of French vines since 1880. .	19,945	21,760
" " " grafted with		
" " " American vines since 1880 ..	3,427	4,662
Area of plantations of American vines since 1880 ..	1,425	1,522
" vineyards treated by submersion ..	17,215	17,507
" " sulpho-carbonate. .	5,895	6,377
" " sulphuretted carbon ..	15,640	16,597
" " suffering from Phylloxera ..	160,010	172,150

Phylloxera.**Depreciation in value of land by Phylloxera.****Destruction by Phylloxera in other parts.****American vines.**

It will be seen from these figures that the total area of vineyards planted with French and American vines had experienced an increase of about 6,000 acres during last year; but it will also be observed that of the total area of vineyards now in existence, viz., of 324,035 acres (amongst which are 6,930 acres of American vines, these being all in a healthy state), no less than 172,150 acres are in a more or less diseased condition owing to the presence of the Phylloxera; that is to say about 12,000 acres more even than in 1884. There are indeed but very few vineyards of the Gironde which have not to some extent suffered from the inroads of this noxious worm, and some for instance in the white wine district and in the country around St. Emilion have been utterly destroyed. It is estimated that the average depreciation of wine-growing land in this part of France during the last few years may be estimated at from 20 per cent. to 60 per cent.; but there are numerous vineyard proprietors who have sustained even more serious losses, and some who are entirely ruined. There are at present 54 departments of France in which the vineyards are suffering more or less from the Phylloxera, and it is estimated that up to the present time no less than 2,500,000 acres have been destroyed altogether since its first appearance about 10 years ago: it is true that 1,000,000 acres have been replanted, but the remainder have disappeared as far as regards vine cultivation. Few parts of France have however been more severely affected than the south-west, for here the destruction of an acre in consequence of the superior class of wine produced of course represents a greater loss than it does in districts where only the commonest kinds are grown. In this respect therefore the Bordeaux wine trade the prosperity of which is founded upon the exportation of the superior qualities of French grown wine, has been more prejudicially affected than that of other places.

(c) *American Vines.*—The area of land planted with American vines and with French vines grafted with American plants has been stated above; and it is satisfactory to find that this area is steadily increasing every year, though many experienced viticulturists especially in this neighbourhood still seem to think that it is as yet too early to

pronounce with certainty whether these vines will yield the same quality of wine as the French plants which have been destroyed. In other parts of France cultivators are much more sanguine; and American vines have been planted very much more extensively for instance in the departments of Hérault, Ardèche, and Lozère, where they are stated to have given satisfactory results already.

(d) *Quality of 1885 Vintage*.—Although it is as yet rather early to form a decided opinion regarding the quality of the wines produced in this district last year, the general view seems to be that the vintage in some districts of Médoc may be regarded as of good quality, but in others as quite inferior; altogether the 1885 wines, like those of the preceding year, are pronounced “very irregular” in quality.

Plums.—These yielded a good average crop last year, though the same was about one-sixth less in quantity than in 1884, and prices ruled rather higher in consequence. The quality was very good, and business must have been satisfactory for growers in this country as no stock whatever now remains on their hands. Exporters at Bordeaux, though they did a considerable trade, are however considered to have gained small profits in consequence of the large amount of competition in this branch of trade at this port at present. The stocks remaining on hand here are only about half what they were at this time last year; and a moderate spring demand from the United States, the chief consumer of Bordeaux plums, will suffice to clear them off entirely.

Walnuts.—Last year's yield was very large, and exceeded that of 1884 by about one-quarter. Owing however to the unusually wet weather during October and the first half of November, the nuts did not dry properly, and their quality became unsound. Large shipments however took place from hence for New York; but as the nuts arrived in bad condition they entailed loss both to shippers and consignees, and considerable stocks remain on hand, which will be difficult to dispose of owing to their quality.

Sardines.—The catch of sardines on the French coasts, as mentioned in my report of last year, has been gradually declining during the last five years, and the sardine fishing is gradually passing more and more into Spanish hands. In 1885 the fishing was specially unfavourable, and much distress has been caused amongst the coast population of France, as well as amongst the French packers, many of the proprietors of packing factories being ruined. Numerous factories have on the other hand been established on the neighbouring coasts of Portugal and Spain, which are said to be doing a flourishing trade; the reason being that fish are more plentiful in those parts and that fishermen are not subject to any restrictions as regards the time or mode of catching sardines.

Coffee.—The total importations were about as extensive as in 1884, having amounted to 149,600 sacks and 2,761 barrels. Whilst arrivals from South and Central America experienced a falling off, an increased importation of Indian coffee, amounting to about 9,000 sacks more than during the previous year, took place here, where these kinds are gaining in popularity.

Cocoa.—Importations were equal to those of the preceding year, having amounted to 61,462 sacks and 3,902 barrels; the greater proportion having been imported from La Guayra and Guayaquil.

Corn.—Statistics of last year's trade in corn and other cereals are not yet obtainable, but it is considered that importations of the former can hardly have reached more than about one-fifth of the quantity imported during 1884. The reasons for this great falling off were partly the comparatively abundant crop of corn in this district during

1885, partly the less plentiful harvest in the United States of America, and lastly the increased rates of French import duties on cereals introduced last year. It is however a notable fact that though this increase in the duties kept back foreign importation, and was established with that view in order to benefit the French producer, the price of corn is now lower in this part of France at least, than it was twelve months ago *i.e.* before the import duties were raised.

Coals.

Coals.—The importations of coal from the United Kingdom were 14,650 tons less in 1885 than during the preceding twelve months, but the wants of this part of France have been fully supplied nevertheless, the smaller demand having been caused by the depression in industry. Prices were uniformly low throughout the year, and imports, rather in excess of requirements, were encouraged by the low rates of freight taken by steamers engaged in the trade of this port with Spain, which found it more profitable to accept even $4\frac{1}{2}$ fr. and 5 fr. from the Clyde, and 5 fr. from the Bristol Channel, than in running out in ballast to their loading ports. The following prices (cost and freight) have been the annual average, *viz.*, $13\frac{1}{2}$ fr. to 15 fr. Clyde, 17 fr. to 18 fr. Bristol Channel, and 17 fr. to $18\frac{1}{2}$ fr. Tyne per ton. These prices continue to be weakly held; and will remain so long as freights remain in their present depressed state, and collieries show a desire to sell.

Bank of France.

Bank of France.—The extent of last year's operations of the branch bank of France at Bordeaux exceeded that of any other French town, excepting Paris, and amounted to 25,800,000*l.*; that is to say, about 3,200,000*l.* more than at Marseilles. The rate of discount during the year was 3 per cent., and that of interest on money advanced 4 per cent.

III. AGRICULTURE.

Cultivation of the Gironde department.

The department of the Gironde of which Bordeaux is the capital and which is the most extensive of all the departments of France, covers an area of about 2,500,000 acres. Of these, as above stated, 823,035 acres are planted with vines; about 400,000 acres are corn-growing land, 225,820 acres are cultivated with all kinds of fruit and vegetables, and 900,000 acres are covered with forest. The production and exportation of fresh and preserved fruit and vegetables is of considerable importance in this district; whilst the extensive pine forests yield not only timber, but also large quantities of resin. The latter is exported both in its natural state and in the form of various products prepared from it, amongst which turpentine holds the prominent place; another article is likewise now produced from resin, *viz.*, pine oil, which is an excellent illuminant resembling petroleum, but without possessing its explosibility.

Forests.

Harvest.

Last year's wheat harvest was fairly good in the immediate neighbourhood of Bordeaux, and good in the several departments adjoining the same. Rye likewise yielded a good crop, whilst that of oats and of Indian corn was only fairly satisfactory, the former rather less so than the latter.

Growing crops.

The prospects of the growing crops at the present date are upon the whole good, the area cultivated in this district being equal to that of last year.

Horses.

The breeding and rearing of horses is carried on to a considerable extent in this part of France, and is encouraged both by numerous private associations and by the Government. The qualities of the three prominent breeds, amongst which the *Médocain* stands foremost, are stated to have greatly improved of late years, and the facilities offered by the Government studs for breeding purposes, as well as the

numerous horse shows and races held all the year round at different places in this district, have doubtless contributed towards the attainment of these good results.

Whilst sheep and pig-breeding is of comparatively small importance, Cattle. horned cattle are kept and bred extensively here, and have it is stated, greatly improved in quality during the last few years. It is noteworthy that whilst this improvement has been taking place in the quality of beef, the prices of cattle are at the present date 6 per cent. below the quotations 12 months ago, and this notwithstanding the increase in the rates of import duty on foreign cattle introduced last year by the French Government at the instance of the farmers in this country who expected a rise in prices from such a measure. As I observed already in my report of last year with regard to the complaints of the French farmers, it may well be asked why the latter do not rather turn their efforts towards reducing the very heavy charges levied upon their cattle on bringing it to market in this country itself, than clamour against foreign competition. Fall in prices and import duties.

IV. POPULATION AND INDUSTRY.

The population of Bordeaux, according to the latest official census of 1881, amounted to 221,805 persons, thus giving it the fourth place amongst the towns of France as regards the number of inhabitants. Population.

The number of births and deaths during each of the last two years was as follows:— Births and deaths.

	1884.	1885.
Births	5,570	5,629
Deaths	5,985	6,362

It should be observed that amongst the deaths above quoted for 1885 there were 427 cases of stillborn infants. It will be seen that though a slight increase is perceptible in the births, a more considerable augmentation took place in the deaths, and that in both years the latter exceeded the former by more than 400.

The general health of this town during 1885 was satisfactory, and the same remained free from epidemic cholera, though several sporadic cases are stated to have occurred during the autumn in one of the suburbs. The sanitary arrangements of Bordeaux, though very far from being perfect, are yet so much more satisfactory than those of most other towns of Southern France that for this reason Bordeaux has, during the last two years, only suffered very slightly from the presence of cholera, in spite of the close proximity of Spain where as is well known this disease was most virulent especially during the past 12 months. Sanitary condition of Bordeaux.

Industries.—As I have often had occasion to state Bordeaux though possessing some few large manufacturing establishments, cannot be called a manufacturing town, inasmuch as by far the larger proportion of the population is more or less engaged in work connected with shipping and trade, and as regards the latter, more especially with the wine trade. Industries.

The Government tobacco factory, as well as the well-known pottery works, employ several thousand hands; besides these there are some machinery works, biscuit factories, flour mills, and manufactories of chemicals; and the preserving and packing of vegetables and fruit, as Manufactories.

also the manufacture of ready-made clothing, are of considerable importance.

Oyster
production.

A branch of industry already noticed at some length in former reports, viz., the production of oysters, may be here again mentioned, as it affords occupation to several thousands of the inhabitants of the neighbouring town and health resort of Arcachon. The result of last year's production is stated to have been satisfactory for the breeders, the total number exported having been 198,000,000 oysters, against only 191,000,000 during the preceding season. Prices are rather higher at present than last year, and vary of course according to size and quality; the retail price at Bordeaux at this date is from 3*d.* to 1*s.* 2*d.* per dozen. The Arcachon oyster beds now cover an aggregate superficial area of about 10,000 acres.

V. PUBLIC WORKS.

Harbour
works.

The work of deepening the harbour in the river Garonne off this town was continued last year and will, it is stated, be finished in 1888.

Want of ac-
commodation,
&c., for ship-
ping.

The construction of more extensive quays which are urgently required for the discharging and loading of the annually increasing number of steamers visiting this port, has however not yet been taken in hand. It is much to be regretted in the interest both of British and other shipping, that there is so much delay in providing more facilities for their discharge and loading, as well as more harbour room; at present sea-going vessels bound for Bordeaux are frequently obliged to wait several days at the outport of Pauillac in consequence of the insufficient accommodation in this harbour, and are thereby of course exposed to much inconvenience and expense.

Warehouse.

An extensive and well-arranged warehouse for the use of vessels discharging and loading in the new dock was opened for public use last year; but the condition of the dock entrance continues to be so defective that it prevents the dock itself from being made use of by shipping to the extent it would otherwise be visited.

Commercial
museum.

The museum of the commercial college in this town has recently been converted into a public commercial museum for the use more particularly of the commercial and industrial classes. It is for this purpose intended to place it under the direct supervision of the Bordeaux Chamber of Commerce, to increase its size, and to make it as soon as possible a complete collection of all foreign, and also particularly of French colonial products.

Canal to
Mediterra-
nean.

The project recently started by a French financial company of building a canal for sea-going vessels from Bordeaux to Narbonne does not appear to have found favour with the government of the Republic, though it would doubtless be of considerable advantage for strategical purposes, as well as for the interests of French commerce, and the construction of the canal would afford employment to many thousand persons who are in want of work. The financial question is however probably the obstacle to this work being undertaken with the assistance of the State at present.

VI. GENERAL REMARKS.

Impediments
to develop-
ment of trade.

Apart from the prejudicial effects of the general commercial depression which has arrested the further progress of the trade between the United Kingdom and Bordeaux during the last two or three years, the great impediments to the development of this trade must be considered to be the high import duties on all foreign goods (with a few unimportant exceptions), and the additional duty or "surtaxe d'entrepôt" levied on foreign goods imported indirectly into France. It has been

often already observed in my reports on the trade of this port, that the conclusion of a commercial treaty between Great Britain and France establishing a lower scale of duties in this country for a fixed period of ten years or more would be highly desirable for British interests, and that moreover such an event would be gladly welcomed also by the commercial classes of Bordeaux.

Further advantages for British trade would be obtained if it were found possible to add to such a treaty a convention modifying the exorbitant ship-brokerage charges to which foreign vessels visiting Bordeaux and some other French ports are at present subjected.

Though it has not up to the present time formed a subject for legislative proposals, the project of a State monopoly of the manufacture and sale of spirits in this country (particularly since a similar project has been under discussion in the German Parliament), has formed a topic of eager debate amongst the mercantile and industrial classes at Bordeaux. During the last few months public opinion in this town however appears to be strongly opposed to the introduction of such a monopoly, which, it is considered, would not merely deprive a large number of persons in this district of an important and profitable trade, but also, by establishing certain modifications in the quantity of spirits allowed to be sold, would reduce their consumption, more especially on the part of the poorer classes, and thus would probably cause rather an outfall than an increase in the revenue expected by the advocates of the monopoly system.

An international congress of viculturists will be held at Bordeaux during the last days of August next, and will doubtless attract a large number of persons interested in the production of wine, especially in this country.

In September next it is intended to hold an international congress in this town, for the purpose of considering the question of technical, commercial, and industrial education, and it is hoped that delegates from all countries will attend the same.

British Consulate, Bordeaux, April 7, 1886.

BOULOGNE.

Report by Consul Bonham on the Trade and Commerce of Boulogne, Calais, and Dunkirk for the Year 1885.

TRADE AND COMMERCE.

THIS part of France has suffered, and is still suffering much, from the general depression in trade which exists in so many countries, and first began to be felt here some three years ago. The crisis has been very severe at Calais, where the three principal banks have suspended payment. The depression is also severe in Lille, which is the centre of one of the most important manufacturing districts in France. General remarks.

In the tables accompanying this report, and forming Annexes Nos. I. Imports and to IV., will be found details of the principal imports and exports (Commerce Général) at the ports of Boulogne and Calais during the past two years: this information has been courteously furnished me by the Custom authorities, but they are unable to give the values, no record of them being kept at the ports; but the information published in Paris shows that the value of the imports at Boulogne in 1884 was estimated at 7,782,826*l.*, whereas in 1882 they were valued at nearly 10,000,000*l.*, and in 1880 at over 11,000,000*l.* sterling. This shows a steady and very serious fall in value, and the figures for 1885, which I have not yet obtained, will probably show a further decrease, since the weight of imports during the past year has fallen to 277,608 tons from 347,794 tons in 1884, which year also showed a decrease on 1883, when the weight was 391,619, or much the same as in the two previous years.

With regard to exports from Boulogne the falling-off in value has not been so considerable, the value in 1884 having been 5,243,769*l.*, against rather under 6,000,000*l.* in 1880 and 1882: the weight in 1885 shows recovery over 1884, and is nearly up to the average of the three years previous to that. The above remarks clearly show that the trade of the port is on the decline, but it is to be hoped that this is only temporary.

At Calais the imports show a greater falling-off in value than in weight. The value in 1884 was about the same as in 1882, but considerably less than it was in 1880; the total weight in 1885 was 204,214 tons; it was 257,201 tons in the previous year, which was a slight increase on 1883, though less than in 1882.

Exports in 1884 show an increase both in quantity and value as compared with previous years, having risen to 2,376,071*l.* in 1884 from about 1,600,000*l.* in 1882, in which year the weight was 27,756 tons, which rose to 31,190 tons in 1883, and to 33,316 tons in 1884, but fell again to 29,143 tons in 1885.

The bulk of the import and export trade, both at Boulogne and Calais, is with British ports, and they are both eminently ports of transit.

BOULOGNE IMPORTS.

The decrease has continued steadily for the last four years.

This is fish going through from London to Paris, and the quantity was unusually large in 1884. Silk.
Seafish.

Coal.	This shows a falling-off from previous years.
Pig iron.	This also shows a steady falling-off.
Wool.	This shows a great decrease as compared with 1882 and 1883.
Wood.	This arrives chiefly from the Baltic and Norway, and for the last three years shows a very heavy and steady falling-off: two cargoes are now expected from Pensacola.
Ice.	Ice is used by the fishermen for preserving their fish at sea: it is now being made artificially, and the import is likely to decrease in consequence.
Iron ore.	This comes from Spain; the depression in the iron trade and furnaces being put out causes the decrease.
Machinery.	The falling off in machines and machinery, which come from England, is marked, and very serious, especially compared with 1883, and it is questionable whether it is not caused by foreign competition as much as by depression in trade.
Iron articles.	The decrease in these articles, which also arrive from English ports, is serious.
Fishing nets.	Some cotton fishing nets are imported from Bridport and from Scotland. I think that more business might be done in this article.

BOULOGNE EXPORTS.

Eggs.	Decrease small, but considerable compared with former years; but at Calais there is an increase.
Herrings.	Dried or salted on the increase have been sent to England, Germany, Holland, and Sweden, but some cargoes lately sent to England are returning, as the prices ruling in the markets here are more favourable than in England.
Potatoes.	Average.
Fresh fruit.	On the increase; arrives here from the south in transit.
Rags.	The decrease in 1884 was owing to the import into England being prohibited for some months on account of cholera in the South of France.
Wines and spirits.	The export for 1885 is normal, that for 1884 having been above the average.
Tissues.	Wool and silk show a large increase, especially silk tulle, but tissues of cotton show a falling off.
Iron.	A large increase, chiefly in iron pipes, &c., sent to Holland.
Portland cement.	A large quantity is made in this vicinity, and several cargoes have been sent to England and Portugal; it has also been exported to Spain, Norway, Tunis, Belgium, Italy, River Plate, Brazil, and Cochin China.

IMPORTS: CALAIS.

Wool.	The quantity does not vary much.
Wheat.	The decrease may be caused by a better harvest, but the present harbour is not convenient for large vessels, which prefer going to Dunkirk.
Coals.	Returns for the past five years show a steady falling off. No doubt native coal is more used.
Pig iron.	This came from Great Britain, and the falling-off is considerable in comparison with former years.
Machines.	The decrease is very serious: it may, in great measure, be accounted for by the depression in trade, especially the lace trade at Calais; but English machines and machinery are subject to serious competition from foreign manufacturers.
Wood.	The import continues to decrease here as at Boulogne.

EXPORTS: CALAIS.

These show an increase on former years at Calais, whereas at Eggs. Boulogne they show a decrease.

These show a large decrease: this is an export which varies greatly Potatoes. according to crops.

The decrease of sugar is large, especially when compared with that Sugar. of former years.

There is a slight decrease in the quantity passing in transit Fresh fruit. through this port, which may account for the increase at Boulogne, but the quantity is largely in excess of what it was a few years ago.

The export is increasing: the figures were in 1881 36 tons, 1882 Machines. 22 tons, 1883 52 tons. These make the increase very striking, and show the serious competition to which English manufacturers are now being subjected, especially when we take into account that the import of machines and machinery is on the decline.

SHIPPING AND NAVIGATION.

The shipping at Boulogne during the year 1885 shows a very small Shipping at diminution as compared with the preceding year (see returns Annexes Boulogne. Nos. V. and VI.), but it is very considerably less than it was in the year 1882, when 2,304 vessels entered, with a tonnage of 559,142; and also in the year 1883, when 2,209 vessels entered, with a tonnage of 557,498. These figures do not include pleasure yachts or vessels put in through stress of weather.

I regret again to have to report a falling off in British shipping. According to the returns courteously furnished me by the Custom-house, and which I give in Annex No. V., the number of British vessels entering the port in 1885 decreased by 84, and their tonnage was 45,966 tons less than in 1884: this decrease is the more serious, when it is remembered that in 1882 the number was 1,532 vessels, with a tonnage of 435,135 tons, and in 1883 1,394 vessels, representing a tonnage of 423,223 tons. The number of British vessels under sail is steadily falling-off: 148 entered the port in 1882; these fell to 72 the following year, and to 28 in 1885.

The passenger and cargo steamers of the South-Eastern Railway Company arriving from Folkestone numbered 747 during the year 1885: to these have to be added 191 steamers from London, most of them belonging to the General Steam Navigation Company. There is also a line of steamers between this and Goole which make two voyages a week; the remainder are chiefly steamers with coal, though four arrived from Norway and Sweden with timber.

Most British vessels leave for British ports: one sailing vessel took cement to the River Plate and another to Holland, and one steamer took a similar cargo to Saigon; 11 steamers took iron to Holland, chiefly iron pipes coming from the iron works at Marquise, which are now closed.

Iron ore from Spain arrives almost entirely in French bottoms, 37 French steamers having arrived with it during the year.

A return, showing the number and tonnage of the ships entering Shipping at the port of Calais during the past year, will be found in Annex No. Calais. VII. I have been unable so early in the year to obtain a complete return of the vessels clearing during that year; but the number of vessels entering and leaving are substantially the same, as it is not a port in which vessels remain any length of time.

The return calls for but few remarks. With regard to British vessels

the number remains much the same as in former years: there is a decrease as compared with 1883, but an increase over 1884. The steamships consist chiefly of the mail and cargo steamers of the London, Chatham, and Dover Railway Company from Dover; the others are accounted for by the regular line of cargo steamers from Goole, a certain number of steam colliers, and a few steamers with timber from the Baltic. The number of British sailing vessels has decreased.

The falling-off in Norwegian and Russian vessels may be accounted for by the diminution in the import of timber, and also by some English steamers having been employed in this trade.

Most of the French steamers are the mail steamers plying between Dover and Calais, which sail under the French flag to comply with the terms of the French mail contract.

AGRICULTURE.

Crops.

Last year was a favourable one for agriculture, and the crops were generally good: complaints are, nevertheless, made of depression, and landowners complain of the great difficulty experienced in obtaining rents which, in many instances, remain unpaid, and many farms have been thrown up and remain unlet.

In this part of France there is no import of fresh beef from America, or mutton from Australia, and the prices of meat are high, which ought to be good for the farmers: no doubt the competition of foreign wheat is severe, and they are loud in their demands for increased duties on imported wheat.

Market prices.

The market prices of corn and meat during the last half of the months of September, 1884 and 1885, are given as follows in the *Annuaire* of the Department of the Pas de Calais:—

				1884.	1885.
Beef	..	..	Per kilo.	1fr. 87c.	1fr. 87c.
			lb.	8½d.	8½d.
Mutton	..	..	kilo.	2fr. 15c.	2fr. 16c.
			lb.	9½d.	9½d.
Wheat	..	..	hectolitre	15fr. 89c.	16fr. 31c.
			quarter	36s. 10d.	37s. 10d.
Barley	..	..	hectolitre	11fr. 44c.	10fr. 28c.
			quarter	26s. 7d.	25s. 6d.
Oats	..	..	hectolitre	7fr. 56c.	7fr. 37c.
			quarter	17s. 6d.	17s. 1d.
Potatoes	..	..	hectolitre	4fr. 96c.	5fr. 34c.
"	..	..	bushel	1s. 5d.	1s. 6½d.

POPULATION AND INDUSTRIES.

Population.

As this part of France is much frequented by British subjects, some statistics regarding the population may prove of interest.

The total population, urban and rural, of the Department of the Pas de Calais was given in the last census (1881) as 819,022, and that of the Nord as 1,603,259, and the number of British subjects in the two departments was stated to be 7,894. The following table gives the movement of the population during two years:—

Year.	Births.	Marriages.	Deaths.	Excess of Births over Deaths.
Pas de Calais—				
1883	25,087	6,223	18,930	6,107
1884	25,199	6,708	18,668	7,351
Nord—				
1883	51,919	12,441	35,261	15,938
1884	50,950	12,739	35,538	15,412

It will be seen from the above that although in many departments in France the population is said to be on the decrease, such is not the case in the above-mentioned two departments, as the births are considerably in excess of the deaths. As to the town of Boulogne, the population of which is given as 43,954, the births in 1885 were 1,368 against 1,422 in the previous year, and the deaths were 1,076 in 1884, and 1,100 in 1885, which gives a death rate of 24·48 per 1,000 and 25 per 1,000.

The season 1883-84 proved an unusually profitable one to those Fisheries engaged in the fishing industry: the value of the fish sold in that year amounted to 608,252*l.*, or 165,059*l.* more than during the previous season. During the year 1884-85 the weight of fish taken (exclusive of molluscs and crustacea) was 38,834 tons of 1,000 kilos. each, against 34,953 tons in the previous year; but prices were so much lower that, in spite of the largely increased quantity, the value is given as having been only 446,180*l.*

The value of the fisheries has greatly increased, as will be seen from the following figures, showing the values at different epochs, viz., in

									£
1865	..	..	..	..	..	..	..	..	190,817
1869	..	..	..	..	..	..	..	..	286,669
1874	..	..	..	..	..	..	..	..	286,774
1879	..	..	..	..	..	..	..	..	441,651

The number of fishing boats belonging to Boulogne is 237, and if we add those belonging to the outlying villages of Etaples, Portel, Equihen, and Audresselles, whose operations are included in the above figures, the number is raised to 378. The number of seamen registered in the district on the 1st January, 1885, was 4,462, of whom 386 were serving in the Navy.

The crews of 60 of the boats belonging to Boulogne are paid by wages; in the case of the others the system of division of profit and loss between the owner and the crew still exists; this arrangement is a very ancient one in this port, traces of its existence being found in a charter of 1,121.

Fishing and the cure of fish are very important industries in Boulogne.

The fisheries in which the boats from the Boulogne district take part are:—

- 1st. Iceland cod fishery, February to September.
- 2nd. On the Dogger Bank, March to June.
- 3rd. Mackerel, salting the fish on board off the coasts of Ireland, &c., April to May.
- 4th. Herring, salting the fish on board off the east coast of Scotland and England, June to October

5th. Herring, off the French coast, &c., the fish being brought in fresh, October to February.

6th. Mixed fishing off the coast, which goes on all the year for the supply of fresh fish.

7th. Molluscs, shell fish, and crustacea, along the coast.

In 1883 only two boats took part in the Iceland cod fishery; their produce was 380 tons. They were valued at 6,562*l*. In 1884 five vessels went and returned with only 350 tons, value 6,201*l*, so the venture proved most unsuccessful.

Herring fishing and curing is really the most important fishing industry, and I think the following information may prove of interest:—

						Tons.
Herrings caught on the Dogger Bank	..	..	..	..	..	4,047
" " off Scotland and England	..	..	..	..	..	17,998
						<hr/>
Total salted herrings	..	..	..	..	..	22,045
" fresh "	..	..	..	..	..	8,222
						<hr/>
" in 1884-5	..	..	..	..	..	80,267
" in 1883-4	..	..	..	..	..	23,823
						<hr/>
Increase in 1884-5 over 1883	..	..	..	..	..	6,444

I am informed that the result has proved most unsatisfactory for the fishermen, since owing to low prices the produce of the sale of the increased quantity yielded 140,100*l*. less than the amount realised in the previous year. I have been unable as yet to obtain figures for 1885, but the take of herrings in November and December was very large: prices ruled extremely low, and large quantities of fresh herrings were exported to England.

The produce of the 1884 fishery was disposed of as follows:—

						Tons.
Sent away fresh	..	..	..	..	..	8,222
" salted, white	..	..	..	..	..	13,022
" " red	..	..	..	..	..	3,998
Remaining in stock in the warehouses in March, 1885:—						
White herrings	..	..	..	..	..	707
Red "	..	..	..	..	..	109
						<hr/>
						26,058
The remainder consumed locally, or being damaged, used for manure	..	..	..	..	..	4,214
						<hr/>
						30,267

which weight is estimated to represent about 200,000,000 of herrings.

The value of the fish caught by boats belonging to other ports in the department of the Pas de Calais was as follows:—

Ports.				1883.	1884.
				£	£
Calais	..	..	..	36,790	..
Berck	..	..	..	52,367	39,836

Sugar.

Pas de Calais.—During the season 1883-84 there were 85 sugar factories at work, and owing to the abundance and quality of the beet-root of the 1883 crop, the quantity of sugar produced showed a considerable increase: there were, nevertheless, complaints that the large

importations of sugar from Germany had lowered prices, and rendered the position of this industry very critical. The result of this is apparent from the fact that in 1884-85 the factories at work declined to 74. No doubt the quality and quantity of the beet crop in 1884 was poor, and the production of sugar is stated to have shown a diminution of 64 per cent. as compared with the previous season, which, however, was an exceptionally good one. I regret that the *Annuaire* of the Department does not give the usual figures.

The number of distilleries in the Pas de Calais has increased from Spirits. 38 to 40, in spite of the complaint that they suffer from the existing depression of trade, and the produce in 1884-85 was 3,976,634 gallons of spirits, against 3,949,342 gallons in the previous year.

The quantity of beer brewed in the first half of 1884 showed an Beer. increase, in spite of the large quantity of cider made from the abundant crop of 1883: this, however, was not maintained, as the total quantity of beer brewed during the year 1884 was 29,098,628 gallons, or a decrease of 204,627 gallons as compared with 1883, but still this was rather above the average of previous years; however, the quantity brewed during the first half of 1885 is stated to show a very marked decrease, which is not to be wondered at, considering the depression in trade and business generally. The number of breweries in 1884 was 528, or a decrease of five.

There are 85 mines of iron ore in the Pas de Calais, and the quantity Iron. of ore extracted decreases yearly: in 1883 it was 49,800 tons against 68,200 in the previous year, and in 1884 only nine mines were worked. The ore used is now chiefly imported from Spain, but the quantity is on the decrease since the blast furnaces at Marquise were put out in January, 1884, and the works there were altogether closed in the first days of this year. The iron works at Outreau are still going, but trade is very dull, and since 1884 only one furnace out of three has been in blast.

The steel works belonging to the Société de Aciéries de France, which were established at Isbergues, in the Pas de Calais, about four years ago, obtain the ore for the supply of their two blast furnaces from Bilbao, and their yearly produce is stated to me to be about 90,000 tons of cast steel, and 60,000 tons of steel rails.

The following table gives the production of the iron works of the Nord in 1883 and 1884:—

Nature of Produce.	1884.		1883.	
	Quantity.	Price Ex. 25 fr. to the £.	Quantity.	Price Ex. 25 fr. to the £.
	Tons of 1,000 Kilos.	£ s. d.	Tons of 1,000 Kilos.	£ s. d.
Refined iron	219,543	2 8 10	254,264	2 14 5
Merchant iron	211,941	6 2 5	205,825	7 8 10
Rails	18,155	6 8 0	14,904	7 12 0
Special iron	47,387	5 18 5	64,469	7 4 10
Sheet iron.. ..	20,568	7 9 7	22,825	10 8 0
Bessemer steel	76,608	7 1 7	88,781	8 8 0

An examination of this table shows that the produce has largely decreased, except in the case of merchant iron. The crisis in this trade

has caused such a heavy fall in prices that, if it continues, it is to be feared that it will lead to the closing of many of the works.

Coal. The commercial depression has made itself felt in the output of the coal mines; the quantity raised in the Pas de Calais has for some years been steadily increasing by some 400,000 tons a year, until it reached the maximum of 6,155,801 tons in 1883, but fell to 6,036,340 tons in 1884, and the figures for last year show a slight recovery, the produce being 6,112,269 tons. The number of workmen employed underground was 22,577, including 2,255 children, and employment was given above ground to 4,842 men, 760 women, and 371 children. In the department of the Nord, although the output of 3,584,797 tons in 1885 shows a slight increase over 1884, when it was 3,401,517 tons, it is still about 150,000 tons below the average of the four years 1880 to 1883.

Cement. A great deal of Portland cement is made in the vicinity of this town, but at present I am assured that this business is in an extremely depressed state, in spite of some large orders for the French Government, and also I understand for the Panama Canal, but the prices are said to be barely remunerative. A great deal of the depression is due to the number of new cement works which were started a few years ago, owing to the large profits which were being made in this business. Many of the new works have already proved unprofitable, and are closed, chiefly owing to the low prices caused by competition.

Zinc. The produce of the zinc works at d'Auby-lez-Douai (Nord) continues stationary; in 1883 it fell to 10,597 tons, but rose in 1884 to 11,210, or nearly the same as in 1881 and 1882: the average price was 386 fr., or 15*l.* 8*s.* 10*d.* per ton of 1,000 kilos. (or 2,207 lbs.).

Lace trade. The depression which has existed in the lace trade at Calais may be fairly described as having been intense: this is a trade which is always subject to great fluctuations, but during the past year it has been unusually bad. However, I am glad to be able to report, that since the commencement of this year it has improved, and this would probably prove a very good season had it not been for the suspension of payment by the three principal banks, which has seriously affected many of the manufacturers; but this may eventually prove beneficial, as there has hitherto been such a large quantity of goods manufactured in excess of requirements.

This industry was originally imported from Nottingham, from whence most of the machinery is still obtained. A large quantity of lace is now sent annually to England, where it competes with Nottingham, having no duty to pay on entry, whereas Nottingham cannot compete with Calais, owing to the French Customs duties. The advantage of the Calais manufacturers over those at Nottingham is therefore evident, since they have both the French and English markets open to them without duty.

PUBLIC WORKS.

Boulogne harbour. In the year 1884, I reported fully on the harbour works here, and have now only to record that the construction of the south-west breakwater has been proceeded with regularly: much progress has been made, it now curves round, affords considerable protection to the entrance of the present harbour, and has thrown the current further seaward.

This breakwater, which only forms a portion of the original plan for the construction of a large deep-sea harbour, will probably be completed in another two years, but it is impossible to speak with any certainty. As to the other portions of the original plan, that is to say a north-east breakwater, which would form a prolongation of one of the

existing piers and a detached breakwater, all idea of their being even commenced has for the moment floated away, and it seems doubtful whether this portion of the scheme will ever be carried out.

Although the works at this port have not been pushed on as rapidly as they might have been, I am able to report that very considerable and marked progress has been made. The demolition of the old fortifications, ramparts, and gates of the town of Calais is nearly completed; and the town of St. Pierre-les-Calais, originally a small suburb, but which had grown until it had a population of more than double that of the old town of Calais, has been administratively amalgamated with it, and the historical name of Calais has been retained for the united town.

The works for the deviation of the canal and the locks connected therewith are fast approaching completion. The floating dock may be said to be completed, except that the gates are not yet put up. The sinking of the foundations of the quay for the mail packets in the new tidal harbour are completed, and the wall itself commenced. Much however still remains to be done, and up to the present the erection of the maritime railway station has not been commenced. I gave a full report and plan of these works in January 1883, and then stated it was possible that the tidal harbour might be opened in three years: this would very probably have been the case if the works had been pushed on with activity; but I see no reason why, if the present rate of progress is continued, the tidal harbour should not be in use, and the floating dock opened by the end of next year; but it will be some years more before the whole of the works are completed: all depends on the activity with which the works are proceeded with.

The preliminary works for the proposed Channel tunnel have been suspended on the French side since the autumn of 1883, and the water has been allowed to rise in the shafts, all pumping operations having been suspended. Even before the works were finally abandoned, the gallery itself, at a distance of about 350 metres from the bottom of the shaft, was blocked with a masonry wall about $2\frac{1}{2}$ metres thick, the further portion of the gallery being then allowed to fill with water.

GENERAL REMARKS.

The total numbers of passengers landing and embarking at Calais and Boulogne during the past four years were as follows:—

Channel
passenger
traffic.

	Boulogne.	Calais.
In 1882 ..	144,310	223,564
1883 ..	149,836	223,436
1884 ..	125,428	188,431
1885 ..	118,096	190,595

It will thus be seen that in 1884 there was a considerable falling-off in the number of passengers passing through both ports. Although the imposition of a poll tax of 1 fr. (10d.) on each passenger landing or embarking at these ports, which came into operation on the 1st October, 1884, may have caused the numbers to have been taken more accurately than previously, still there is no doubt that a considerable falling-off in numbers did occur in that year: the existence of cholera in the South of Europe may fairly be considered to account for a portion of this decrease, but it is remarkable that the united numbers for both ports show little alteration in 1885; but the number passing through Calais has increased

during the past year, whereas at Boulogne it has decreased, which may be partly accounted for by the diminished number of excursionists, caused by the imposition of the poll tax of 1 fr. each on passengers landing or embarking, which caused a falling-off in the day-excursion steamers from Ramsgate, &c., during the summer.

It is worthy of remark that the number of passengers landing at Calais during the past two years exceeded the number embarking there, whereas the contrary is the case at Boulogne, as is clearly shown by the following figures:—

	Boulogne.	Calais.
Passengers landed in 1884 ..	57,627	93,656
„ embarked „ ..	67,811	89,776
„ landed in 1885 ..	56,379	99,188
„ embarked „ ..	61,717	91,407

I would call special attention to the remarkable fact that, from an examination of the returns for the past four years, it appears that the number of passengers landing from England at these two ports exceeded the number embarking by 29,908.

Channel mail
and passenger
service.

With regard to Boulogne, I have to record that owing to the extensive dredging operations, both inside and outside the harbour, the channel has been so much improved that the daily passenger service of the South-Eastern Railway Company between London and Paris, via Folkestone and Boulogne, has now ceased to be a service at changeable hours to suit the tide, having, since the month of April, 1885, become a regular one at fixed hours; and this service has been carried on in the most regular manner. There is no doubt that the breakwater, of which I speak in my remarks on public works, has proved of great benefit to the entrance of the harbour, and affords very considerable protection to vessels entering in stormy weather. The mail service between London and the Continent, via Dover and Calais, has been accelerated, and the three services daily each way by that port have been performed with regularity.

The project, alluded to in my report of March 1884, of accelerating the mail trains between Calais and Paris by the construction of a short loop-line outside Boulogne station, so as to avoid the delay caused by their running into it and changing engines, has not yet been carried out, owing to the opposition raised against it in this town; it is only natural the project should meet with opposition here, as if carried out the three through mail trains running daily each way between Calais and Paris would not stop at Boulogne.

Annex No. I.—RETURN showing the Principal Imports at the Port of
Boulogne during the Years 1884–85.

GOODS PAYING DUTY.

Description of Goods.	Weights or Measures.	1884.	1885.
Waste silk spun	Tons	77	22
Sea fish, other than cod	"	2,527	1,972
Mother-of-pearl (a natural shell)	"	625	718
Wheat	"	47	3,024
Sugar	Cwts.	150	162
Preserves and sweet biscuits	Tons	639	542
Coffee	"	10	21
Tea	"	26	31
Fixed oils, pure, and others	"	103	113
Coal	"	146,753	125,160
Pig iron	"	5,863	5,246
Iron of all kinds	"	181	82
Steel, in bars	"	1,140	696
" rolled in plates	"	227	218
Beer	Gallons	33,972	39,434
Yarns of (Fils de)—			
Flax or hemp	Tons	131	138
Cotton, pure or mixed, by weight	"	679	663
" by measure	1,000 metres, or 1,094 yards }	7,525,085	7,891,462
Alpaca wool, pure or mixed	Tons	596	1,153
Goats' hair	"	242	430
Tissues of wool—			
Carpets	"	492	403
Other tissues	"	3,632	3,307
Tissues of cotton—			
Tulles (lace)	"	3½	5
Other tissues	"	2,457	2,140
Machines and machinery	"	1,596	1,294
Articles in iron or wire	"	1,386	993

GOODS EXEMPT FROM CUSTOMS DUTIES.

Description of Goods.	Weights or Measures.	1884.	1885.
Wool of all kinds	Tons	19,001	15,974
Silk, raw or thrown	"	135	95
Cereals, other than wheat	"	3,674	2,986
Wood for building	"	43,817	18,416
Jute	"	1,080	459
Manilla hemp	"	280	194
Ice	"	3,022	2,156
Iron ore	"	67,160	57,474
Total weight of imports {	Tons of		
" value "	1,000 kilos.	347,794	277,608
	£ sterling	7,782,826	..

Annex. No. II.—RETURN showing the Principal Exports from the Port of Boulogne during the Years 1884–85.

Description of Goods.	Weights or Measures.	1884.	1885.
Silk, in cocoons, raw or thrown	Tons	112	58
„ of all kinds	„	480	378
Eggs	„	852	820
Herrings—dried, salted, or smoked	„	1,462	1,340
Other sea fish	„	104	1
Potatoes	„	1,462	1,819
Dried vegetables	„	1,647	75
Fresh fruits of all kinds	„	2,747	3,242
Seeds for sowing	„	118	197
Rags	„	2,510	3,333
Wine and liqueurs	Gallons	1,336,752	1,260,272
Brandy and other spirits	„	24,094	21,632
Pottery and porcelain	Tons	460	275
Glass (bottles, &c.)	„	6,247	6,482
Tissues of silk tulles	Lbs.	453	3,584
Others	Tons	55	192
Linen or hemp, tissues of	„	18	26
Tissues of wool	„	2,904	5,255
Cotton tulles	„	6	7
Other kinds	„	653	533
Paper	„	628	556
Prepared skins	„	1,390	1,266
Articles in skin or leather	„	153	190
Clocks	„	155	424
Works in metal—			
Cast iron	„	540	4,332
Copper, pure or alloyed	„	255	99
Other than above-named	„	887	542
Articles of indiarubber (caoutchouc)	„	18	32
Haberdashery and fancy articles	„	201	316
Musical instruments	„	90	165
Gold coin	Ounces, troy	122	275
Silver „	„	11,453	278,444
Total weight of exports {	Tons of	67,120	79,918
„ value „ ..	1,000 kilos.		
	£ sterling	5,242,762	„ ..

Annex No. III.—RETURN of Principal Articles of Import at the Port of Calais during the Years 1884-85.

GOODS PAYING DUTY.

Description of Goods.	Weights or Measures.	1884.	1885.
Raw wool	Tons	786	1,024
Waste silk, spun	"	167	157
Sea fish, other than cod	"	7	10
Cereals, wheat, &c.	"	14,623	1,492
Sugar	"	24	8
Fixed oils	"	114	64
Cotton, raw	"	141	66
Coals	"	30,054	67,631
Pig-iron	"	27,903	26,772
Iron of all kinds	"	1,649	400
Steel—			
Bars of all kinds	"	54	45
Rolled in plates or wire	"	29	21
Beer	Gallons	69,494	65,410
Yarns of—			
Flax	Tons	15	14
Cotton, by weight	"	345	310
" by measure	{ 1,000 metres, or 1,094 yards }	145,207	157,304
Wool	Tons	32	459
Goats' hair	"	7	39
Tissues of cotton—			
Tulles	Lbs.	392	666
Other tissues	Tons	105	122
Tissues of wool—			
Carpets	Cwts.	19	10
Other tissues	Tons	11	10
Salt pork and lard	"	101	104
Machines	"	2,208	959

GOODS EXEMPT FROM CUSTOMS DUTIES.

Description of Goods.	Weights or Measures.	1884.	1885.
Raw wool	Tons	19,053	19,790
Silk, raw or thrown	"	113	55
Cereals, other than wheat .. ..	" .. ..	..	1,769
Wood for building—			
Unhewn squared	"	1,424	274
Sawn	"	76,359	61,625
Jute	"	3,923	3,717
Manilla hemp	"	368	347
Yeast	"	865	997
Ice	"	3,496	3,493
Total weight of imports {	Tons of 1,000 kilos.	257,301	204,214
" value " ..	£ sterling	3,579,560	..

**Annex No. IV.—RETURN of Principal Articles of Export from the
Port of Calais during the Years 1884–85.**

Description of Goods.	Weights or Measures.	1884.	1885.
Poultry, live {	Tons of 1,000 kilos. }	54	44
" dead	"	101	82
Raw wool	"	102	69
Silk in cocoons, raw or thrown	Cwts.	26	10
" of all kinds	Tons	9	2½
Eggs	"	542	567
Fish	Cwts.	16	18
Cereals, grain and flour ..	Tons	6	6
Potatoes	"	267	72
Vegetables, dry and other ..	"	4	5
Fruits of all kinds	"	1,361	1,164
Seeds for sowing	"	7	5
Sugar, French, raw	"	265	Nil.
" refined	"	1,024	68
Osters, in bundles	"	199	188
Fresh vegetables	"	779	695
Rags	"	237	120
Wines and liqueurs	Gallons	544,987	541,897
Brandy and other spirits ..	"	1,367	1,150
Pottery and porcelain	Tons	44	53
Glass (bottles, &c.)	"	3,169	3,151
Cotton yarns	Cwts.	41	12
Tissues of—			
Linen or hemp	Tons	5½	1½
Cotton tulle	"	69	66
Other kinds	"	18	14
Tissues of—			
Wool	"	1,678	1,968
Silk, or waste silk tulle ..	"	118	30
Other kinds	"	7	126
Paper	"	26	24
Prepared skins	"	3	19
Works in metal—			
Cast iron	"	3	..
Copper, pure or alloyed ..	"	2	20
Other than above	"	19	24
Basket work	"	248	258
Machines, other than steam ..	"	126	160
Furniture and woodwork	"	43	51
Musical instruments	"	4	6
Articles in skin or leather ..	"	3	31
Haberdashery, toys, and fancy articles	"	5	15
Artificial flowers	Value	£64	£41
Total weight of exports {	Tons of 1,000 kilos. }	33,316	29,143
" value	£ Sterling	2,376,071	..

Annex No. V.—RETURN of all Shipping at the Port of Boulogne in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	28	4,437	1,243	369,189	1,271	373,626
French... ..	30	4,249	40	34,269	70	38,518
Norwegian... ..	31	9,759	4	1,050	35	10,809
Swedish... ..	6	1,620	...	...	6	1,620
Danish... ..	7	1,103	...	...	7	1,103
German... ..	1	80	4	1,890	5	1,970
Russian... ..	6	1,974	...	...	6	1,974
Dutch... ..	3	284	...	...	3	284
Total... ..	112	23,506	1,291	406,398	1,403	429,904
French (coasting)... ..	...	...	...	...	530	54,300
Total... ..	...	...	...	...	1,933	484,204
" for the year 1884... ..	...	...	...	...	1,965	492,018

Annex No. VI.—RETURN of all Shipping at the Port of Boulogne in the Year 1885.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	33	5,987	1,218	370,211	1,281	376,198
French... ..	31	4,292	39	45,008	70	49,300
Norwegian... ..	35	10,391	3	793	38	11,184
Swedish... ..	5	1,242	1	627	6	1,869
German... ..	3	1,118	4	1,934	7	3,052
Russian... ..	5	1,358	...	...	5	1,358
Danish... ..	7	1,099	...	...	7	1,099
Dutch... ..	2	213	...	...	2	213
Total... ..	121	25,700	1,295	418,573	1,416	444,273
French (coasting)... ..	...	...	...	...	548	54,438
Total... ..	...	...	...	...	1,964	498,711
" for the year 1884... ..	...	...	...	...	2,035	503,011

Annex No. VII.—RETURN of all Shipping at the Port of Calais in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	62	9,522	1,237	263,871	1,299	273,393
French... ..	79	6,926	565	222,829	644	229,755
German... ..	7	1,813	6	2,621	13	4,434
Danish... ..	2	688	...	...	2	688
Dutch... ..	...	...	1	71	1	71
Russian... ..	16	4,588	1	431	17	5,019
Norwegian... ..	12	26,764	3	1,175	15	27,939
Swedish... ..	18	4,866	7	2,308	25	7,174
Total... ..	266	55,167	1,820	493,306	2,086	548,473
" for the year 1884... ..	...	...	...	...	2,122	561,177

DUNKIRK.

Increase in
imports, ex-
ports, and
shipping.

Mr. Vice-Consul Taylor sends the following report:—

The port of Dunkirk has not felt the depression in trade and commerce to the same extent as most places. The imports during the year 1885 increased 24,143 tons, and the exports 7,547 tons. In the register tonnage entered and cleared there was an increase of 263 vessels and 7,773 tons.

The state of commerce at Dunkirk must not be accepted as any criterion of the condition of trade in the manufacturing districts, where great depression is prevailing, as the raw material may be brought here instead of to Havre, Calais, or Antwerp; wool, for instance, is coming to this port in large quantities instead of to Havre.

Iceland
fisheries.

The produce of the Iceland fishery landed at Dunkirk in 1885 was 3,731 tons of cod and 361 tons of oil; this was an increase of 44 tons of oil, but a decrease of 130 tons of fish compared with 1884. The fleet consisted of 111 vessels, 10,656 tons, manned by 1,678 seamen; a decrease in tonnage of 175 compared with the preceding year.

RETURN of all Shipping at the Port of Dunkirk in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	474	119,602	781	451,973	1,255	571,575
French	594	84,569	384	236,947	978	321,416
German	97	16,352	63	35,477	160	51,829
Swedish and Nor- wegian	79	29,712	14	4,735	93	34,447
Danish	28	3,791	36	23,690	64	27,481
Italian	18	9,255	5	7,321	23	16,576
Spanish ... ..	...	...	12	12,494	12	12,494
Dutch	18	1,668	59	9,744	76	11,412
Russian	18	6,354	6	3,696	24	10,040
Belgian	4	756	32	6,270	36	7,026
United States ...	5	4,371	...	...	5	4,371
Greek ... ..	...	...	1	840	1	840
Roumanian ... ..	...	...	1	831	1	831
Austrian ... ..	...	...	1	812	1	812
Total	1,335	276,430	1,894	794,620	2,729	1,071,050
„ for the year preceding ... ..	...	...	...	...	2,563	1,070,475

CLEARANCE.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	454	116,776	777	455,047	1,231	570,823
French	594	78,015	379	242,642	973	320,657
German	98	16,911	54	29,276	152	46,187
Swedish and Norwegian	78	29,573	17	7,530	95	37,093
Danish	31	4,983	32	20,623	63	25,616
Italian	18	11,129	3	4,372	21	15,501
Spanish	1	418	11	11,865	12	12,483
Dutch	16	1,807	56	9,230	72	11,037
Russian	16	5,853	7	4,493	23	10,356
Belgian	3	821	27	6,233	30	7,054
United States	5	4,371	...	...	5	4,371
Greek ... ..	...	...	1	840	1	840
Roumanian ... ..	...	...	1	831	1	831
Austrian ... ..	...	...	1	812	1	812
Total	1,814	289,877	1,866	793,784	2,680	1,083,661
„ for the year preceding ... ..	...	...	...	...	2,563	1,066,463

The table of shipping entered shows a total increase of 146 vessels and 575 tons; the increase in vessels was owing to a number of sailing vessels of small tonnage having brought molasses from Germany. In sailing vessels the chief increases were in French 14,400 tons, British 5,895 tons, and German 3,089 tons; on the other hand, there was a decrease in Swedish and Norwegian of 15,384 tons. In steam tonnage there was an increase in French of 21,116 tons, Spanish 5,577 tons, Dutch 4,157 tons, and Belgian 3,361 tons; and a decrease in Swedish and Norwegian of 21,320 tons, German 7,377 tons, Danish 6,274 tons, and Russian 5,542 tons.

The most noteworthy fact in the general entries of shipping during 1885 is the large increase in French, 35,000 tons; and the large decrease in Swedish and Norwegian, 36,000 tons. The increase in the tonnage of French sailing vessels is in a great measure owing to a Bordeaux shipowner purchasing large quantities of nitrate of soda and importing it in his own vessels; and increased steam tonnage is chiefly attributable to the very much larger imports of ore from Spain. Of the 978 French vessels, net tonnage 321,416, which entered in 1885, upwards of 519 vessels, 120,832 tons, were engaged in the coasting trade, which is reserved for French vessels.

The large decrease in Swedish and Norwegian steam tonnage was owing to a very slack Baltic trade, and to pyrites having been imported from Portugal instead of Norway; but as the Portuguese pyrite is said not to be equal to the Norwegian, I understand the trade is expected to return to its old channel again this year. Swedish and Norwegian sailing vessels decreased in consequence of smaller importations of wood, and the competition of British steamers in the trade.

In the general entries of British shipping in 1885, compared with 1884, there is an increase of 5,358 tons. The total British tonnage at Dunkirk in the direct and indirect trade in 1885 was divided as follows:—Entered 563,830 tons with cargoes, and 7,745 tons in ballast; cleared 178,962 tons with cargoes or part cargoes, and 391,861 tons in ballast. The indirect or carrying trade gives an increase of 34,193 tons, but the direct trade a decrease of 23,835 tons. In the entries of British shipping in the indirect trade, some important changes are to be noted, viz., a large increase from Spain, Germany, the Danubian Princi-

palities, and the River Plate; but on the other hand, there is a great decrease from Russia, and a falling off in arrivals from Chili and Egypt.

Decrease in tonnage from Australia and India.

The very much smaller imports of wheat caused a reduction in tonnage of 15,440 tons in arrivals from Australia, and of 15,516 tons from India compared with 1884.

The majority of vessels clear in ballast.

As the imports are nearly 10 times the amount of the exports, it will be understood that the great majority of the vessels clear from Dunkirk in ballast.

RETURN of Principal Articles of Import to Dunkirk during the Years 1884 and 1885.

Articles.	1885.	1884.	From what Countries.
	Tons.*	Tons.*	
Linseed	60,620	63,811	India, Russia, Argentine Republic.
Rapeseed	38,644	38,901	India, Russia.
Other seeds.. ..	24,516	19,064	India, Russia, England, Africa.
Wheat	52,662	130,813	India, Australia, United States, Chili, Russia.
Barley	62,819	94,787	Algeria, Russia, Turkey, Italy.
Oats.. ..	11,888	22,683	Russia, United States, England.
Maize	84,934	58,869	Russia, United States, Argentine Republic.
Nitrate of soda	73,147	65,996	Chili.
Guanos .. ..	..	11,926	Chili.
Flax	19,929	28,675	Russia, Belgium.
Tow	4,890	6,001	Russia.
Wool	64,444	54,232	Argentine Republic, Uruguay, England, Russia.
Jute	14,306	13,488	England, India.
Cotton	9,789	8,882	India, Egypt.
Ground nuts	10,824	22,702	India, Africa.
Coal	134,693	116,188	England.
Coal tar, pitch	32,579	27,802	England.
Molasses	75,372	18,126	Germany, Denmark, England.
Iron ore	242,493	166,526	Spain, Algeria.
Zinc ore	30,117	21,516	Spain, Italy.
Pyrates	12,381	20,060	Portugal, Norway.
Pig iron	14,552	13,580	England.
Machinery	2,003	2,425	England.
Petroleum	27,859	25,591	United States, Russia.
Bitumen	12,380	2,301	England, Russia.
Bricks	4,176	4,133	England.
Cement	2,858	10,077	England.
Wood	52,640	79,500	Sweden and Norway, Russia.
Other articles	108,365	114,137	
Total	1,230,880	1,256,737	

Values unobtainable.
Imports increased.

The values of imports and exports are unobtainable.

It will be observed from the foregoing table that the imports increased 24,143 tons compared with 1884. There were large increases in molasses, iron ore, maize, and bitumen, and a moderate increase in coal, coal tar pitch, and wool; on the other hand, there were large decreases in wheat, barley, oats, flax, ground nuts, cement, and wood

* Tons of 1,000 kilos.

The large increase in molasses from Germany for distilling was Imports. in a great measure owing to the fear that a duty would be shortly im- Molasses. posed in the interest of the beetroot cultivator. Maize for distilling Maize. also entered in large quantities.

There was a considerable increase in iron ore for the foundries in Iron ore. the Nord and the Pas de Calais. Iron ore is the largest import at Dunkirk.

The imports of wool from the River Plate continue to show a satis- Wool. factory increase: this trade, which commenced with 320 tons in 1879, amounted to 52,640 tons in 1885.

The large decrease in the imports of wheat, barley, and oats was Wheat, barley, owing to the duty imposed in the spring of last year, and the good and oats. harvest in France. Notwithstanding the duty, the retail price of bread has not advanced.

The imports of cement decreased in consequence of the large stock Cement. in hand at the beginning of the year, and the smaller demand for the harbour works.

A considerable falling off in the imports of flax is accounted for by Flax. the severe depression in the linen industries.

RETURN of Principal Articles of Export from Dunkirk during the Years 1884 and 1885.

Articles.	1885.	1884.	To what Countries.
	Tons.	Tons.	
Sugar	1,552	8,324	England, Denmark.
Jute yarn	2,239	988	England, Argentine Republic, Belgium.
Linen „	907	114	England, Algeria.
Woollen „	95	126	England.
Tissues	1,193	742	England, Algeria, Russia.
Potash	4,663	4,677	England, Belgium.
Salt	6,206	5,735	Iceland fishery.
Rails	5,457	1,041	Spain, Italy, Turkey, Algeria.
Slates	1,350	2,897	England.
Flour	3,044	2,239	England, Belgium, Denmark.
Flax	866	1,028	England, Belgium.
Oil	1,837	1,710	England, Belgium, Germany.
Glucose	1,416	1,940	England, Spain.
Dry vegetables	1,039	387	England, Algeria, Denmark.
Fresh fruit	78	721	England.
Bottles	2,391	1,170	England, Spain, Russia.
Casks	7,996	2,306	United States, England, Denmark.
Forage	12,036	6,240	England.
Coal	38,115	53,703	Algeria, Senegal, Spain.
Other articles	38,600	27,045	
Total	181,080	123,533	

Exports have been of late years smaller than formerly, owing to the continual decrease in the export of sugar and potatoes, but in 1884 there was an increase compared with the previous five or six years, as a considerable quantity of coal was shipped to Senegal and Cochin China. The general exports of 1885 have increased 7,547 tons compared with 1884. An increase is to be noted in jute yarn, in steel rails chiefly for Italy and Spain, empty petroleum casks for the United States and Exports smaller than formerly. Increase in exports in 1884 and 1885.

Decrease in
sugar and
fruit.

Great Britain, and straw for Great Britain. Exports to Great Britain of sugar and fruit have especially fallen off.

PORT OF DUNKIRK.

Work on new
docks pro-
gressed
slowly.

The work on the new docks has progressed slowly during the past year, and no available addition has been made to docks or quays. The whole of the quay wall on the west side of the first portion (Darse No. 1.) of the Bassins Freycinet has been removed, and nothing has yet been done towards rebuilding it. I mentioned in my last report that about 50 yards of this wall had cracked some 10 or 12 yards, falling into the dock.

The greater part of the quay wall surrounding the second portion (Darse No. 2), of the Bassins Freycinet is completed, and a commencement has been made with the wall on one side of the third portion (Darse No. 3).

Electric light
in lighthouse.
British sailors.

A quick-flashing electric light showing two white flashes was placed in the Dunkirk lighthouse on October 1, 1885.

Wages.

Seamen's
money orders.

British Sailors.—2,475 British sailors were discharged, engaged, or reported as deserters at Dunkirk in the year 1885: of these 1,338 were discharged, 1,075 engaged, and 62 reported as deserters. The amount paid in wages was 19,718*l.* 2*s.* 2*d.* in cash, and 294*l.* in bills on owners: 162 seamen had no money to receive when discharged. The wages remitted to the United Kingdom by means of 604 seamen's money orders amounted to 8,093*l.* 6*s.* 1*d.*

Boulogne, March 12, 1886.

BREST.

Report by Consul Rainalds on the Navigation, Commerce, Agriculture, &c., of the Departments of Finistère, Côtes-du-Nord, and Morbihan for the Year 1885.

DURING the past year trade, commerce and industry in my Consular State of trade district have continued in a depressed state, and at present there appears very little prospect of early improvement, unless foreign capital and speculation be introduced. This, to some extent, is owing to the fact that capital has, for a considerable period, been locked up in private and local hands not disposed to risk it in speculation or in advances for the extension of trade, in consequence of the future policy of the Government as regards imposts, monopolies, &c., appearing to them doubtful. The depressed condition of agriculture has also had an injurious effect, more especially on retail trade, because now the numerous farmers and peasants, formerly its important supporters in the towns, to a great extent confine their purchases to the indispensable necessities of life, and then even require long credit.

The following tables and particulars will, to some extent, explain the character and importance of the commerce, &c., in my district. They are, however, not as complete as I should have wished them to be, in consequence of the difficulties attending the collection of mercantile or other information, on which no local statistics are published.

RETURN of all Shipping at the Port of Brest in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	47	5,061	52	21,073	99	26,134
French	112	15,883	6	2,446	118	18,329
Swedish and Norwegian	13	6,360	11	3,331	24	9,691
Other countries	11	5,820	5	3,313	16	9,133
Total	183	33,124	74	30,163	257	63,287
„ in the preceding year ...	189	26,749	48	23,794	237	50,543

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	47	4,910	52	21,073	99	25,983
French	227	26,471	6	8,191	233	34,662
Swedish and Norwegian	13	4,867	11	4,824	24	9,691
Other countries	11	6,860	5	2,773	16	9,133
Total	298	42,608	74	36,861	372	79,469
„ for the pre-ceeding year	184	27,816	48	21,827	232	49,643

RETURN of Principal Articles of Export from Brest during the Years 1885 and 1884.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Grain	1,591	11,641	783	5,131
Bones	366	1,779	488	1,850
Potatoes	112	494	182	520
Patent fuel	6,368	2,035	5,457	1,250
Firewood	2,396	134	4,585	225
Empty casks	524	5,200	468	3,160
Total	11,352	21,283	11,963	12,136

RETURN of Principal Articles of Import to Brest during the Years 1885 and 1884.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Gallons.	£	Gallons.	£
Wine	961,815	342,790	1,190,003	372,648
Olive oil	56,572	13,214	4,759	1,112
	Tons.		Tons.	
Coal	29,178	33,843	27,865	21,515
Timber	27,594	144,623	27,990	159,144
Bar iron	348	2,478	299	2,115
Cast iron	436	1,322	201	630
Fish, lobsters, and sardines	198	21,621	143	9,362
Other articles	3,548	6,752	2,697	4,812
Total tons	61,302	566,643	59,195	571,338
„ gallons	1,018,387	..	1,194,762	..

TOTAL Value of all Articles Exported from Brest and Imported to Brest from Foreign Countries during the Years 1885 and 1884.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
Great Britain	8,860	3,944	204,680	85,195
France	9,223	7,140	213,680	302,000
Sweden and Norway ..	3,400	Nil.	51,710	72,712
Other countries	Nil.	1,052	96,623	111,431
Total	21,283	12,136	566,643	571,338

COAL Imported at Brest in 1885.

Whence.	Nationality of Vessels.	Number of Vessels.	Tonnage.	Quantities.
				Tons.
Great Britain .. {	British	30	12,000	14,132
	French	45	4,500	11,778
	Other countries	3	885	766
Total .. ..	.. .. .	78	17,385	26,665

Importation of coal coastwise from Dunkirk, 29,376 tons for Government use.

RETURN of all Shipping at the Port of Le Légué (St. Briec), in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	103	6,515	52	4,391	155	10,906
French	48	5,713	...	...	48	5,713
Other countries ...	10	1,584	...	...	10	1,584
Total	161	13,812	52	4,391	213	18,203
„ for the preceding year ...	184	17,637	54	5,276	238	22,913

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	100	6,393	52	4,391	152	10,784
French	69	8,102	...	...	69	8,102
Other countries ...	10	1,584	...	...	10	1,584
Total	179	16,079	52	4,391	231	20,470
„ for the preceding year ...	227	20,390	57	7,101	284	27,491

**RETURN of Principa Articles of Export from St. Brieuc during the
Years 1884 and 1885.**

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Cattle	No return obtainable.	147,879	No return obtainable.	No return obtainable.
Horses				
Grain				
Farm produce				
Total.. .. .	..	147,879	..	..

**RETURN of Principal Articles of Import to St. Brieuc during the
Years 1884 and 1885.**

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Coal	No return obtainable.	176,035	No return obtainable.	No return obtainable.
Colonial produce				
Wines				
Tissues				
Cast iron				
Total.. .. .	..	176,035	..	..

NOTE.—The quantity and separate value of the various articles imported and exported not furnished by customs authorities or otherwise obtainable.

DETAILS respecting the Total Value of various Articles Imported to and Exported from St. Brieuc, as also Countries whence Imported or whither Exported, not furnished by the Customs Authorities and not obtainable elsewhere.

RETURN of all Shipping at Lorient in 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	4	440	2	539	6	979
French	57	6,534	4	1,301	61	7,835
Norwegian	18	2,558	...	...	18	2,558
Other countries	1	232	3	986	4	1,218
Total	80	9,764	9	2,826	89	12,590
„ for the preceding year	91	10,677	17	4,906	108	15,583

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	4	440	2	539	6	979
French	84	7,714	1	232	65	7,946
Norwegian	18	2,568	...	...	18	2,568
Other countries ...	1	232	3	986	4	1,218
Total	87	10,944	6	1,757	93	12,701
„ for the preceding year ...	159	20,210	17	4,233	176	24,443

**RETURN of Principal Articles of Export from Lorient during the
Years 1885 and 1884.**

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Rye	325	179	11	6
Pit props	6,585	3,821	11,477	6,886
Tin plates and tin	391	9,384	178	4,272
Preserved sardines and other articles	1,026	1,500	2,840	26,076
Total.. .. .	8,277	14,884	14,506	37,240

**RETURN of Principal Articles of Import at Lorient during the
Years 1885 and 1884.**

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	35,118	26,840	15,009	12,079
Building timber	2,484	3,726	2,288	6,013
Cod roes	1,478	23,568	1,479	17,748
Olive oil	91	8,500	330	19,800
Other articles	680	3,204	4,375	79,132
Total.. .. .	39,846	65,338	28,571	134,772

NOTE.—Importation of coal coastwise from Dunkirk (Anzin Mines), 10,548 tons for Government Dockyard.

**TOTAL Value of all Exports from and Imports at Lorient during the
Years 1884 and 1885.**

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
Great Britain	3,821	21,400	26,840	65,996
Norway and Sweden	179	3,000	27,328	42,664
Russia	700	..	450	1,632
Portugal	800	1,120	..	2,920
Spain	9,384	11,120	2,720	3,400
Italy .. ..	..	..	8,500	8,760
Total.. ..	14,884	36,640	65,388	134,772

Quantities produced and average prices of cereals, &c., in 1884 and 1885.

DEPARTMENT OF FINISTÈRE.

Cereals, &c.	1884.		1885.	
	Quantity Produced.	Average price per Quarter.	Quantity Produced.	Average price per Quarter.
	Quarters.	£ s. d.		£ s. d.
Wheat	312,812	2 2 0	Official information the only reliable not obtainable.	2 0 4
Mealın	47,850	1 14 5		1 15 3
Rye	186,862	1 8 6		1 9 9
Barley	214,775	1 4 10		1 4 4
Oats	421,408	0 18 1		0 18 0
Buckwheat	210,719	1 4 8		1 7 4

DEPARTMENT OF THE CÔTES-DU-NORD.

Cereals, &c.	1884.		1885.	
	Quantity Produced.	Average price per Quarter.	Quantity Produced.	Average price per Quarter.
	Quarters.	£ s. d.	Quarters.	£ s. d.
Wheat	455,469	1 17 10	500,844	1 16 0
Mealın	54,312	1 8 8	57,062	1 5 3
Rye	147,812	1 6 1	173,479	1 6 7
Barley	171,875	1 4 4	178,750	1 1 2
Oats	620,469	0 19 9	653,125	1 1 8

Potato crop.

The potato crop in the Côtes-du-Nord was but middling last year. Hay and other kinds of forage were of good quality, but owing to the long drought the yield was somewhat below the average. The crops of buckwheat suffered severely from the same cause, as also from the

extremely cold weather during the early part of August. On the other hand apples for cider were extremely abundant, and will prove a great resource to the country.

DEPARTMENT OF THE MORBIHAN.

Cereals, &c.	1884.		1885.	
	Quantity Produced.	Average price per Quarter.	Quantity Produced.	Average price per Quarter.
	Quarters.	£ s. d.	Quarters.	£ s. d.
Wheat	199,275	2 9 1	204,961	2 2 1
Meal	6,160	1 19 7	6,404	1 17 2
Millet	30,078	1 15 9	30,841	1 10 0
Rye	432,265	1 13 7	455,537	1 7 3
Barley	5,586	1 4 6	7,390	1 6 5
Buckwheat	391,686	1 4 0	427,921	1 2 0
Oats	256,025	1 1 7	335,603	1 2 1

The preceding tables show that there has been no general improvement in trade in this Consular district during 1885. However, the value of exports from Brest bears favourable comparison with that of 1884, but not so from Lorient, in consequence of the failure of the sardine catch. The increase of imports, especially of coal, and of exports from and to Great Britain, proved more satisfactory in 1885 than in 1884. This increase was in a great measure owing to the extremely low rates of freights current during the whole year.

Spanish and Portuguese wines continued to be largely imported. They were, however, only to a small extent consumed in their imported state, but were by various processes converted into a beverage in imitation of French wines.

The olive oil imported at Brest was almost exclusively used by the navy in connection with engines and machinery. Its cost varied from 4s. 11d. to 9s. per imperial gallon.

The present depressed state of agriculture in my district, more especially in the Finistère, is loudly proclaimed, more particularly by the peasant farmers. It is asserted that numerous small farms are without tenants, and that many tenants do not hesitate to declare their inability to pay their rents, while others only do so partially.

Agricultural depression no doubt existed last year, and continues to do so, but I am rather disposed to believe that its extent is exaggerated, both by the larger landed proprietors and by the peasantry, in hopes of obtaining legislation for still higher import duties on cereals, cattle, &c. They allege that the prices obtainable for home produce in competition with foreign, especially American imports, do not defray the expenses connected with the cultivation of the land, and they pretend that so long as the price of wheat does not reach 21 fr. per hectolitre (2l. 10s. 4½d. per quarter), the agriculturist must continue to sustain a loss on his produce, and therefore those who can afford it do not send their wheat to market, looking forward to early legislation on the subject of increased duties on foreign imports.

No public works of commercial or other importance were commenced during last year. The floating dock at St. Brieuc was, however, completed and opened to commerce last September, while the

railway to connect St. Brieuc with its port, Ligué, will not be finished until some time in 1886.

British trade.
Suggestions
for its develop-
ment.

Trade between Great Britain and this Consular district might, I am satisfied, be considerably increased by the establishment of direct steam communication between Brest and a British port—in preference, a coal port—because with energy, mercantile intelligence and prudence a very large export of all kinds of farm produce, cereals, &c., would be sure to be the eventual result, provided the numerous peasant farmers were well directed by individuals practically acquainted with the requirements, as to quality of produce, suited to the English market.

Such direct steam communication could, moreover, not fail to open up a new branch of commerce by direct importation from British ports of colonial produce, manufactured goods, &c., now drawn from distant inland towns at a considerable increase of cost. And if the prohibition against the importation of live cattle into English ports could be removed a very large export would be sure to follow; the three departments forming my district being able to furnish an almost unlimited number of animals, and these, if well fed and carefully prepared for the English market, could not fail to yield a large supply of meat of a quality which, I think, would be appreciated.

British
shipping.

During the year 1885 the number of casualties to British shipping on the coast of Finistère was 17, but they were of less importance than those of the preceding year. Five steamers were, however, totally lost and seven human lives sacrificed. In the other cases the damage sustained was only partial, and the ships were able to enter a port of refuge for repairs.

Some of these casualties appear to have been the result of ship-masters carelessly hugging this dangerous coast, where fogs are of frequent and sudden occurrence, and where sunken rocks and other dangers are numerous. They probably do this in order to save a few hours on the voyage, but navigating these narrow and rock-clad passages, as a rule, without the assistance of local pilots, is not only attended with imminent danger to the ship, but to the lives of the crews and passengers on board.

Brest, March 4, 1886.

MARSEILLES.

*Report by Consul Perceval on the Trade and Commerce of Marseilles
for the Year 1885.*

THE years 1884 and 1885 comprise a period of almost unexampled State of trade. commercial depression at Marseilles.

I mentioned in my report for the former year that a great falling off in trade, as compared with 1883, had taken place, and this owing in a great measure to the outbreak of cholera, and its consequent quarantine difficulties. Other reasons may also be assigned, such as over-production, foreign competition, political disturbances, the war and war rumours in the East, and also I may mention that the opening up of the St. Gothard Railway has enabled Switzerland and the Southern Provinces of Germany to be supplied with all their requirements in cereals and other produce, via Genoa, at a cheaper rate than that which it costs to transmit the goods through Marseilles as formerly; however, with the disappearance of cholera in the autumn of 1884 it was hoped that the worst was over, but unfortunately, in the early part of last summer it reappeared, and although there was no great panic and exodus as in 1884 it prostrated trade again, by the consequent imposition by our neighbours of quarantine, in some cases unnecessarily prolonged.

I am of opinion that Marseilles has herself to blame very much for Cholera. the frequency of these epidemics by neglecting sanitary precautions. When the disease is here in our midst great improvements are promised, when it is over nothing is done. The drainage system is atrocious: the main drains emptying themselves into the docks where the vessels lie, and no person who has not had the misfortune to experience it can form an adequate idea of the effluvia arising from these drains on a warm summer's night. The landing of invalids and time-expired men from the army in Tonquin, more or less contaminated, is a constant cause for alarm, but soon the bulk of the army is coming back, and the Minister of Commerce has been visiting Toulon and Marseilles to see into the arrangements to be carried out for their disembarkation, and also to discuss means for improving the sanitary conditions of both towns. It is to be hoped that his visit may be productive of good.

SHIPPING AND NAVIGATION.

A glance at the annexed tables will show that a slight improvement has taken place in the total tonnage as compared with that of 1884, though the total number of vessels has been less; this is due to the substitution of steamers for sailing ships, and the ever-increasing size of the former. Shipping.

With the exception of French vessels, who have the coasting trade in their own hands, England heads the list as far as tonnage is concerned, whilst Italy figures first after the French in number of ships, owing to a quantity of small sailing vessels under the Italian flag trading between Marseilles and the adjacent Italian ports, but there

as a great falling off both in number and tonnage of the Italian vessels is compared with 1884.

English
shipping.

The increase in the numbers and tonnage of English vessels, of 61 in vessels and 90,498 in tons, may be accounted for mainly in the increased import of coals from the United Kingdom in the last year, of which 247,796 tons were carried in British vessels, against 185,215 tons in the previous twelve months.

French
shipping.

Both in numbers and tonnage the French vessels show an increase in 1885 over the previous year, though in both years they fall short of 1883. Several of the French vessels (steamers) belonging to this port have found employment during the last two years under charter to the Government carrying troops, stores, and munitions of war to the army in Tonquin.

Passengers.

Freights for Marseilles have been scarce and low during the year.

The number of passengers arrived at Marseilles by sea was (exclusive of military and prisoners):—

1885	..	..	..	..	..	..	82,843
1884	..	..	..	..	..	..	74,410
Difference ..							7,933

The number of passengers sailed from Marseilles was (exclusive of military and prisoners):—

1885	..	..	..	..	..	..	55,161
1884	..	..	..	..	..	..	49,059
Difference ..							6,402

Emigration.

7,866 emigrants embarked here in 1885, and 3,785 left by rail for embarkation at other ports. In the previous year the numbers were 6,482 and 2,494 respectively. The greater number of these emigrants are foreigners, chiefly Italians, and their destination is generally South America, especially the Argentine Republic.

SHIPBUILDING.

Shipbuilding.

Beyond an iron floating-dock for the Greek Government, three torpedo vessels for the Turkish Government, and floating sheers for Marseilles, nothing has been done at the yard of the "Forges et Chantiers de la Méditerranée," at La Seyne, during the twelve months, and owing to the falling off of their business a large number of workmen have been dismissed.

INDUSTRIES, TRADE, AND COMMERCE.

As I have already stated the period under review has been one of great commercial dulness. Industries and commerce have both suffered, and the situation at the present moment does not show many signs of amelioration.

Amongst the articles of import and export but few show signs of approaching the figures realised in former years, and the prices all round have been on the decline. Market dull, no speculation whatever, and the business done has been merely sufficient to provide for the requirements of the place. The Vice-Consul at Lyons informs me that there also business is bad, and prices unremunerative. Wages too are dull, but not sufficiently so to enable that city to retain the manufacture of the cheap class of goods at present on demand, and which are

Lyons silk
trade.

produced more advantageously in Zurich, Como, and the Rhenish Provinces.

The attempt to compete with these markets has resulted in the exodus of many looms from Lyons, and the number existing is diminishing in favour of the surrounding country, where mills are rising wherever water-power is procurable, and where the cost of living being less, the workmen can accept lower wages than in town.

Low goods are especially in demand: cheap fabrics of silk to begin with, then silk and cotton, then spun silk and cotton, until nearly pure cotton is reached. No sooner is a new article produced than this work of deterioration begins.

During last summer it was felt that the weaver could not live on his existing wages, and a tariff was agreed upon between the manufacturers and workmen; but it has not been possible to maintain it, and the weaver now works for whatever he can obtain.

REMARKS ON IMPORTS AND EXPORTS.

The amount of wheat imported at Marseilles during the year 1885 Imports. is somewhat less than the quantity received in the previous year, and Wheat. much less than that recorded for 1883. This may be accounted for by the abundant harvests in this country during the last two years, and also by the increased import duty on foreign wheat imposed since 1884. The amount contributed by British India has considerably fallen off, and also in Australian wheat a great diminution has taken place as compared with 1884, whilst Algeria has supplied more than double the quantity received from here in that year.

Considerable fluctuations have taken place in the prices during the Prices. year. In March a rise took place in consequence of the question of an increased import duty which was brought before the French Parliament. This tax not being imposed, prices fell gradually, and kept more or less falling until the end of the year. At the present moment prices have gone up, and the market is firm; a fact which is ascribed to the lowness of local stocks, and the closing of the Russian Black Sea ports on account of ice.

No change worthy of note has taken place, and the prices now are Sugar. about the same as in January, 1885. A rise, however, may be expected, as the stocks held are low; and there is a falling off in the production of beetroot in France.

Pepper has declined during the course of the year, and the opera- Pepper. tions in this article are confined to the local wants.

Although the quantity of coffee imported in 1885 has been less than Coffee. in the previous year, the fall of prices has been continuous. The competition of Trieste and Genoa for the supply of the Turkish, Greek, and Roumanian markets, and direct importation from Brazil to places formerly supplied almost exclusively by Marseilles, may account for this.

The Havre market, always in possession of large quantities of assorted coffees, has supplied the whole of France, even the southern departments and Marseilles.

Prices have fallen during the year all along the line: whether rape- Oleaginous seed, gingerly-seed, ground-nuts, or others. seeds.

The price of coal has also slightly fallen during the year. The Coal. amount imported from the United Kingdom greatly exceeds that received during the previous year; and, if no epidemic visits us during the summer, it will probably equal that of 1883.

The decrease of this import in 1884 and 1885 is entirely to be

ascribed to the cholera, which caused a decrease in the amount required for navigation purposes, as so many steamers have been unemployed or laid up. With regard to local consumption here and in the surrounding district the demand has been, all through these bad times, rather on the increase.

Metals. The situation with regard to metals is not flourishing. Prices of
Iron. iron have been declining for the last four years; and the out-look is not encouraging, the greater part of the foundries being shut up.

Imports. A considerable quantity of tin is imported from Batavia and
Tin. Singapore; and, on account of the low rate of freight charged by the Netherlands companies, it appears that Marseilles is no longer dependent on England for her supplies of this article.

Timber. During the past year the prices of timber from the north and of American pitch-pine have sensibly declined.

Very little building is going on at Nice, Cannes, and Toulon; and no public works are on hand anywhere in the district.

Exports. Amongst other products oil, which forms an important item in the
Oil. local manufactures, has fallen in price during the year. As regards olive-oil, this is attributable to the abundant crop of olives in France, Italy, and Spain, which latter country has contributed largely to the local supply of late years. As for seed-oils, the fall is due to the low price of seeds sent from British India in considerable quantities, and also to the formidable competition of foreign countries, which the local manufacturer has to contend with—England, Germany, Austria, Italy, and Russia having, as I am informed, increased the number of their oil factories; and these countries not only do not import any more, but have commenced competition with the local manufacturers, not only elsewhere, but in Marseilles itself.

Flour. The export of Marseilles flour has not increased. This industry is undergoing a crisis, owing partly to the cholera epidemic of the last two years causing quarantine impediments to the local produce, and partly to the flour not being of as good an appearance as might be, on account of the inferior nature of the mill machinery. This, however, is being looked to, and new machinery is being set up in some of the mills, which, no doubt, will give satisfactory results.

The figures in Annex B.—imports and exports—have been obtained from the books of the Custom-house, although the official returns are not yet published; and I regret to say that I find it quite impossible to obtain the values desired, either at the Custom-house or at the Chamber of Commerce.

Octroi receipts were:—

								£
1884	..	..	..	..	..	..	..	365,760
1885	..	..	..	..	..	..	..	367,744*

MOVEMENT OF THE POPULATION.

Year.			Births.	Marriages.	Deaths.
1884	..	..	10,778	2,704	12,500
1885	..	..	10,912	2,928	12,152

Mortality. The death-rate has been higher than in former years, owing to the cholera epidemics, but a slight decrease is visible in 1885. The last

* At exchange of 25 fr. to £ sterling.

winter has been very unhealthy, and this year has commenced badly, the number of deaths in February having nearly doubled the amount registered in the corresponding month of 1885.

Small-pox, lung-disease, and typhoid fever have been prevalent.

RETURN of all Shipping in the Port of Marseilles in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
English	22	7,826	529	613,499	551	621,325
French	1,965	190,729	3,341	2,446,113	5,306	2,636,842
Italian	740	162,661	183	205,843	923	368,504
Dutch ... ..	...	...	108	186,686	108	186,686
Spanish	183	15,281	219	144,771	402	160,052
Greek	298	71,962	22	16,173	320	88,135
German	36	17,138	45	40,013	81	57,151
Swedish	89	30,226	43	24,426	132	54,652
Austrian	111	44,247	...	...	111	44,247
Russian	12	4,769	1	1,812	13	6,581
Danish	17	4,096	4	2,458	21	6,483
United States of	...	...	...	...	...	...
America	4	2,169	...	...	4	2,169
Turkish	4	1,052	...	...	4	1,052
Belgian ... ..	...	...	1	1,007	1	1,007
Total	3,481	552,085	4,491	3,682,801	7,972	4,234,886
1884	3,529	601,729	4,258	3,396,790	8,067	3,988,519

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
English	23	63,342	531	561,830	554	625,172
French	1,898	189,917	3,356	2,463,062	5,254	2,652,969
Italian	696	165,685	181	205,851	867	358,236
Dutch ... ..	...	...	103	186,686	103	186,686
Spanish	171	13,989	219	144,771	390	158,760
Greek	290	82,072	24	16,935	314	99,007
German	39	18,459	46	40,778	85	59,237
Swedish	98	34,234	43	24,426	141	58,660
Austrian	94	42,000	...	...	94	42,000
Russian	16	6,706	1	1,812	17	3,520
Danish	15	3,183	4	2,458	19	5,646
United States of	...	...	...	...	...	...
America	5	3,303	...	...	5	3,303
Turkish	5	1,485	...	...	5	1,485
Belgian ... ..	...	...	1	1,007	1	1,107
Total	3,340	614,382	4,509	3,646,306	7,849	4,260,688
1884	3,553	600,283	4,220	3,353,766	8,073	3,954,049

**Annex B.—RETURN of Principal Articles of Import to Marseilles
during the Year 1885.**

Articles.	1885.	1884.
	Quantity.	Quantity.
	Tons.	Tons.
Wine, spirits, beer, &c.	62,503	69,818
Sugar (powdered and raw)	71,369	73,813
" refined	344	2,045
Pepper	2,717	1,661
Coffee	17,857	17,113
Flour	2,525	6,303
Wheat	543,173	553,195
Oleaginous seeds	356,590	304,377
Coal from the United Kingdom ..	296,787	256,988
Other articles	842,467	844,894
Total	2,196,831	2,134,707

1,000 kilos. equal to 1 ton.

**Annex B.—RETURN of the Principal Articles of Export from
Marseilles during the Year 1885.**

Articles.	1885.	1884.
	Quantity.	Quantity.
	Tons.	Tons.
Wine, spirits, &c.	32,314	33,004
Sugar	23,374	23,478
Oil	45,976	32,356
" cake	52,362	52,326
Wheat	28,846	39,291
Flour	25,585	25,585
Soap	9,394	9,394
Other articles	1,071,918	1,035,364
Total	1,289,769	1,251,298

1,000 kilos. equal to 1 ton.

Marseilles, March 27, 1886.

SAIGON

Report by Consul Tremlett upon the Trade, Commerce, and Navigation of Saigon and Cochin China for the Year 1885.

TONG KING.

EVENTS in this province have received notice in the public prints from time to time, and it is not necessary to repeat them here; the pacification of the country seems far from complete.

ANNAM.

Very little reaches the public of this colony concerning the affairs of this kingdom; the occupation of Hué is still maintained; the massacre of native Christians in the southern provinces is well known, and the number of victims has, it is thought, been understated: a subscription for the relief of the survivors reached the large sum of 21,000 dol.

FRENCH COCHIN CHINA.

A review of the trade of this colony during the past year would show no important feature other than the paucity of business, compared with late seasons as far as European houses were concerned, due somewhat to the comparative scarcity of grain and its quality. Very early in the season it was found difficult if not impossible to obtain the percentage of paddy contracted for, and it was quite out of question during the later months; and as to the new crop just now making its appearance, the almost entire absence of rain in some districts, and the insufficient fall in others during what should have been the wet season, point to an out-turn below the average.

The administrator of an important arrondissement, in his speech at the opening of the Council, remarks:—

“The misery is great this year. I know that in some villages the inhabitants are reduced to one meal per day, and the small cultivators procure with great difficulty the paddy necessary for planting: taxes are heavy, the villages are overburdened, the Annamites actually pay all that they can pay, and to demand further sacrifices would be unjust, abusive, and perhaps dangerous.” This is pretty plain language, and, taken with the following passage from the Governor’s speech at the opening of the Colonial Council, may throw some light upon the causes of the disturbances that have occurred in this colony.

“The period now closing has been marked by some disorder and a general uneasiness, which is naturally explained by the events that have happened in Cambodia and Annam. On one side the Annamites attempted to raise an insurrection in our provinces by means of a number of emissaries employed to hunt up the former rebels, and induce them to take advantage of the motives for discontent always prevalent amongst a population imperfectly assimilated; on the other hand, the disturbances in Cambodia found unfortunately an echo in several frontier provinces, which were devastated by bands of rebels and thieves.

Trade in
Cochin China.

Reports from the administrator state that the situation has improved, and although the active surveillance called for should not be relaxed, it may at least be affirmed that at this moment all fear of further difficulty appears averted."

Exports.

Exports.—As will appear by the following statement, the export of rice amounted to 7,408,200 piculs, equal to 440,666 tons, being 1,137,200 piculs, or 67,600 tons, less than the export of 1884; the average price of cargo may be put at 1 dol. 40 c. (equal to, 3s. 11d. per cwt.), and the total value sums up as follows:—

	Quantity.	Price.	Value.	
			Currency.	Sterling.
	Piculs.	Dol. c.	Dollars.	£
Cargo	4,860,300	1 40	6,804,420	1,134,070
White	436,300	2 22	968,536	161,431
Paddy	2,106,600	1 25	2,633,250	438,875
Total	7,408,200	..	10,406,256	1,734,376

Three-fourths of the crop was shipped to China.

STATEMENT of Exports of Rice in 1885.

Country.	Port.	Piculs.	Total.
China	Hong Kong	5,622,900	..
	Swatow	47,800	5,677,700
	Touron	1,100	..
Annam	Quin-hon	2,000	3,100
	Yokohama.. ..	..	16,800
Philippines	Manila	275,000	..
	Ilo-ilo	37,300	..
	Cebu	38,400	350,700
Straits	Singapore .. ..	..	436,200
	Samarang	37,000	..
Java.. ..	Sourabaya	234,900	371,900
	Colombo .. ..	..	200
Ceylon	Bourbon .. ..	..	134,700
Reunion .. ..	..	..	412,100
Europe .. ..	..	..	..
Total .. ..	..	..	7,403,200

Prices were tolerably steady at reasonable figures during the early half of the year, but rose as the deficiency in the crop made itself felt, and continued high during the latter half, precluding shipments to Europe.

COMPARATIVE Statement of Rice Exports.

Year.				Piculs.	Tons.	Currency.	Sterling.
						Dollars.	£
1882	..	..	..	6,057,642	360,574	7,666,533	1,458,376
1883	..	..	..	8,635,200	514,000	10,866,704	1,909,000
1884	..	..	..	8,540,000	509,000	8,540,000	1,565,666
1885	..	..	..	7,408,300	440,666	10,406,366	1,784,376

Exchange: Banking.—There is not much to remark under this Exchange. head, beyond the steady fall in sterling and the depreciation of the Banking. dollar. Rates during the year ranged as follows:—

London, 4 months' bank bills .. ..	..	..	3s. 7d.	to	3s. 4½d.
" " documentary bills .. ..	..	..	3s. 8d.	"	3s. 5½d.
Hong Kong, 15 days' " discount ..	..	2 per cent.	"	1½ per cent.	
Singapore 30 " " " ..	..	..	"	"	11 "
Manila " " " premium ..	3½	"	"	11	"
Java " " " bills ..	..	225 to 219			

The Indo-Chinese dollar was put in circulation by the Treasury on the 11th November; it is not yet popular, but there is no choice but to use it.

Official rates closed at 4 fr. 30 c. to the dollar.

Shipping and Navigation.—By the following statement it will be seen that 359 vessels, aggregating 417,528 tons, arrived at this port, of which 198 vessels, of 241,000 tons, were British, or more than half the tonnage employed—a smaller proportion than usual. Classed according to their nationalities they appear as under:—

Flags.					Number.	Tonnage.
American	..	..	..	..	16	17,496
British	..	..	..	..	198	241,000
Dutch	..	..	..	..	26	33,578
French	..	..	..	..	40	59,967
German	..	..	..	..	65	58,692
Italian	..	..	..	..	1	647
Japanese	..	..	..	..	1	186
Malay	..	..	..	..	1	993
Norwegian	..	..	..	..	2	1,320
Siamese	..	..	..	..	2	478
Spanish	..	..	..	..	7	3,226
					359	417,528
Messageries Maritimes	..	..	..	..	111	171,972
					470	589,500

STATEMENT of British Shipping.

Class.				Number.	Tonnage.	Crews.
Steam	..	..	..	197	239,807	7,323
Sail..	..	..	..	1	1,193	18
Total	..	..	..	198	241,000	7,341

Freights.

Freights have been very unremunerative throughout the year, having ranged as under:—

Singapore	..	..	..	11 to 16 cents per picul
Hong Kong	..	..	..	4 „ 19 „ „
Manila	..	..	..	13 „ 23 „ „
Java	..	..	..	14 „ 26 „ „

On the 5th October a subsidised monthly mail service was opened with Manila by the Messageries Maritimes.

From the commencement of the year steamers of French companies, making regular monthly service between France and Cochin China, pay only three-fourths pilotage.

COMPARATIVE Statement of British Shipping.

Year.	Steam.	Tons.	Crews.	Sail.	Tons.	Crews.	Total.	Tonnage.	Crews.
1882 ...	213	174,736	7,099	10	4,798	166	223	179,534	7,265
1883 ...	235	225,283	9,173	4	2,640	63	239	227,923	9,236
1884 ...	230	248,102	8,375	9	4,969	128	239	253,071	8,503
1885 ...	197	239,807	7,323	1	1,193	18	198	241,000	7,341

Casualties.

Casualties.—The British steamship “Rosslyn,” while upon a voyage from Hong Kong to this port, struck upon an unknown rock six miles south-east from Cape Baké, and sank in about half an hour, at 8 a.m., on the 18th January. All the passengers (120) and crew were saved. The steamer’s masts may yet be seen, directly in the track of vessels passing inside the Britto shoal.

The British ship “Oberon” stranded on the coast some 50 miles south of Cape St. James, and remained from the 26th June to the 20th July, when she was got off by the exertions of her own crew, having been gutted by the natives during the temporary absence of her people: about one-third of her cargo of coal was jettisoned; her repair cost some 3,300*l*.

The French steamship “Marseille” struck upon the rocks under Cape St. James’s light during the night of the 8th October, and remained some hours; she proceeded finally to Singapore for survey and repair.

Imports.

Imports.—Nothing can be said under this head until the publication of statistics, probably in May.

Dry dock.

Dry Dock.—There is an extensive one building, which will be completed within two years; the cost is estimated at 350,000*l*. The dimensions will be about—

						Feet.
Total length	..	..	..	..	..	550
Length inside	..	..	..	..	..	500
Total width	..	..	..	..	..	99
Width inside	..	..	..	..	..	66
Depth on sill, low tide	..	..	..	..	..	17½
„ half	..	..	..	..	..	24
„ high	..	..	..	..	..	30½

Saigon.—AREA roughly 1,000 Acres: Population 14,459, as under.

Nationality.	Males.	Females.	Infants.	Total.
Europeans—				
French	445	165	263	873
English	24	6	..	30
German	29	6	1	36
Spanish	7	2	3	12
Swiss	11	3	1	15
Dutch	4	1	..	5
Italian	18	11	2	31
Russian .. ..	..	1	..	1
French subjects—				
Indian	190	55	79	324
African	1	..	..	1
Chinese	3	2	1	6
American	6	..	1	7
Asiatics, &c.—				
Annamite	2,036	2,585	2,841	7,412
Chinese	4,189	588	435	5,207
Cambodian	7	5	..	12
Japanese	1	1	..	2
Philippine	19	8	8	35
Malay	100	52	..	152
Arab	7	..	1	8
Indian	213	33	41	287
Egyptian	3	..	..	3
Total	7,818	3,469	3,877	14,459

The number of pupils in Government schools, 23,874 (in the colony).

Immigration.—For a number of years Asiatic British subjects have been exempted from capitation tax and from several vexatious forms; the passports emanating from a British colony having been deemed sufficient to establish nationality. While this exemption was granted to a certain number of well-known merchants no objection was made, but of late years these passports have been granted at Singapore to a very different class of persons, to anyone apparently who could produce 10s., and the number of exempts rapidly mounted to some hundreds. Latterly I have been in communication with the administration upon this subject, and on the 23rd January a decree was passed to the following effect:—

Immigration.

All foreign Asiatics are obliged to carry a pass, to be divided into three categories, viz., first and second classes, those who pay a license of 60 dol. or over; second, those who pay from 20 dol. to 60 dol.; third, the others whose payment is 5 dol. Congregations to be responsible for their members, and no Asiatic to be allowed to land who is not a member of some congregation. Here is the question regarding British subjects: they belong to no congregation, for the very reason that they are British subjects. To meet this difficulty comes Article 8 of the decree which is pressed upon me: "Shall we exempt from capitation the foreign Asiatics who show by their letters of naturalisation, established in due form, that they are subjects of a nation having a Consular representative at Saigon?" But why should or how can a British subject, who has never been anything else, take out letters of naturalisation? I have produced Singapore passports stating the bearer to have been born in Singapore, of parents born in Singapore, but so far these have not been deemed sufficient.

Immigrants—						1885.
Chinese ..	..	..	..	..	..	12,827
Indians ..	..	..	..	..	..	197
Malays ..	..	..	..	..	..	86
Total ..						12,610
Emigrants—						
Chinese ..	..	..	..	..	..	6,977
Indians ..	..	..	..	..	..	162
Malays ..	..	..	..	..	..	84
Total ..						7,173

Foreigners.—The Colonial Council in session voted for the exclusion of foreigners from tendering for supplies, &c., but the Governor decided that the Council had exceeded its power, and that its decision was void and of no effect.

Telegraph Lines.—There are now 2,214 miles of wire.

Railway.

Railway.—At the session of the Conseil d'Arrondissement at Cholon the following passed. (I give it simply because it expresses the views of the natives of a very important district:)—

President: I ask the Council what impression the opening of the railroad from Saigon to Mytho has made upon the population?

Reply: A band of land has been taken by the railroad right and left of the line, and the late proprietors would be happy to receive the indemnity they have vainly claimed during three years.

President: That is not exactly what I asked, but your reply merits consideration. Have the inhabitants the intention to make use of that mode of locomotion?

Reply: The natives complain of the high fares; they prefer going to their destinations by boat or even on foot.

President: Have the inhabitants the intention to transport their paddy to Cholon by that means?

Reply: They prefer transport by boat; there they can live with their families and easily go from market to market, and in Cholon to this and that dealer, seeking the best terms.

President: Would the sundry transshipments injure the paddy?

Reply: No, but the bags would be broken and loss in weight follow.

This railway was opened about the middle of the year, but the transit of the Viaco river must still be made by steamer.

Saigon, February 1, 1886.

G R E E C E .

VOLO.

*Report by Consul Dupuis on the Trade and Commerce of Volo
for the Year 1885.*

TRADE in the province of Thessaly in 1885, contrasted with that of Imports and the year before, shows, as seen by Table C., a very large decrease in the exports. value of exports and an increase in that of imports, notwithstanding the shocks it has been subject to through political agitation during the last three months of the year, and also through the sensible increase of the custom dues, which materially affected the value of imports from Europe.

With regard to the decrease in the value of exports the causes are Exports. many—notably, a succession of bad years with failure of grain crops, and a diminution of the population and consequent want of hands, since the departure of the greater part of the Mohamedans after the annexation. The question of the reduced population must sooner or later force itself upon the attention of this Government, or the province will cease to be the grain-growing district it once was. Annex B. shows how small has been the quantity of cereals exported, and how large the amount imported in 1885. The export trade, as represented, was only maintained by the commercial transactions of this place with Turkey, and in a lesser degree with Egypt, Austria, and France. The falling off amounts to 49,306*l*.

British import trade, which is nearly all indirect through the Piræus British and Syra, and introduced in foreign bottoms, shows a notable decrease imports. compared with the year before, due to the severe competition of France and Austria, who have established lines of direct steam navigation British between this port and those of Marseilles and Trieste. It is also to be exports. regretted that the exports trade to Great Britain is nil, and has been so for the last few years, owing probably to the absence of direct steam Facilities navigation. In consequence of the existing lines all trade is carried on offered to the with Marseilles, Trieste, Constantinople, and Salonique, where great foreign trade. facilities are offered to the merchants here, and where, besides the commodities in demand, they find credit in all transactions, which in a place like this, where money is scarce and its interest high, they prefer higher prices to remittances in advance. On this principle, foreign goods are offered in all the markets in the Levant.

Rough metals, such as copper, iron, and zinc were introduced to Wrought and some extent from Great Britain, and also wrought metals, lead, and unwrought iron water piping, but there has been very little Birmingham hardware. metals.

Manchester goods imported amount to the value of 41,000*l*., and Cotton goods. consist chiefly of grey and bleached cotton cloths and prints, together with Glasgow twists. There is also a notable increase in mixed wool and cotton weavings.

In Staffordshire earthenware nothing has been done, both on account Earthenware. of its liability to breaking in transhipment and also because on it, as on everything else, duty being paid on weight, preference is given to the lighter and more common French and Italian ware.

Soda, alum, and sulphates. Soda, alum, and sulphate of iron come in small quantities, but such as are for pharmaceutical use are from France and Germany.

Paints. Paints (dry colours) are those selected, being lighter than when mixed, and are prepared in the country.

Colonists. Colonials are without exception all from France or Germany, and of all imports the most heavily burthened by custom dues; these often amount to 60 per cent. and 70 per cent. on their value.

Rice. Rice imported from Great Britain during the last year amounted to the value of 1,200*l.*, but by far the greater part is now being introduced from Geneva and Marseilles.

Coal. The value of British coal imported amounts to 6,400*l.* for the supply of the railway and a few mills in the town.

NAVIGATION.

Navigation. In comparing the returns of shipping and navigation for the last two years, it will be seen that the Greek shipping has increased both in number and amount of tonnage. It includes vessels of large capacity employed in the transport of war material, &c., but excludes the small steamboats plying between Volo and the villages in the gulf, and also small sailing craft engaged in the coasting trade with the neighbouring islands.

Annex A.—RETURN of Shipping at the Port of Volo in 1885.

IMPORTED.

Nationality.	Sailing.		Steam.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British ... ..	...	...	9	11,050	9	11,050
Greek	1,808	19,864	612	301,664	2,220	321,518
French ... ..	...	...	85	100,068	85	100,068
Austrian	7	2,373	55	54,536	63	58,909
Turkish	9	970	55	11,432	64	12,402
Other countries ...	4	1,013	2	2,010	6	2,023
Total	1,628	24,220	819	482,740	2,447	506,960
„ for preced- ing year...	1,394	31,584	690	308,336	2,584	339,970

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British ... ..	...	...	9	11,050	9	11,050
Greek	1,806	18,715	611	300,261	2,317	318,976
French ... ..	...	...	85	100,068	85	100,068
Austrian	7	2,373	55	54,536	63	58,909
Turkish	9	970	55	11,432	64	12,402
Other countries ...	4	1,013	2	2,010	6	2,023
Total	1,626	23,071	818	481,347	2,444	504,418
„ for preced- ing year...	1,391	...	691	...	2,582	349,117

Annex B.—RETURN of Principal Articles of Exports from Volo in 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Cwt.	£	Cwt.	£
Wheat	290	188	10,792	4,852
Sesame	563	444	4,155	4,622
Cocoons	515	4,068	717	5,524
Raw silk	170	1,300	24	1,498
Tobacco	90,220	14,249	9,153	6,304
Hides	593	3,693	2,002	5,332
Skins	2,986	4,693	4,548	7,113
Flour	421	287	5,243	3,740
Olive oil	232	350	527	942
Sausages	344	1,512	5,905	1,790
Cheese	95	164	..	..
Wool	77	193	145	296
Olives	6	158	2,494	1,757
Figs	3,907	3,098	909	398
Dyes	5,700	611	1,086	208
Stuffs of the country	251	1,980	268	3,438
Other articles .. .. .	..	515	..	39,447
Total .. .. .	..	37,450	..	86,756

RETURN of Principal Articles of Imports to Volo in 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Cwt.	£	Cwt.	£
Cotton fabrics	3,672	57,491	..	96,765
Woolen	469	20,487	..	10,996
Silk	7	3,850	..	7,502
Mixed	345	12,077	..	6,090
Clothing	782	21,435	384	8,289
Threads	430	8,492	367	3,974
Carpets	53	820	..	..
Cordage and sacking	1,848	6,753	654	3,292
Empty sacks	5,132	1,400	..	..
Leather and leather goods	288	3,165	174	3,614
Jewellery	9	2,550	14	2,565
Wrought metals	10,503	24,500	9,231	23,972
Unwrought	14,960	18,224	9,232	11,938
Coals	6,400	6,500	800	850
Glassware	3,400	6,487	4,718	8,684
Crockery	650	1,148	797	1,751
Paints, colours, and dyes	812	2,744	..	..
Starch and blue	498	4,259	423	3,639
Stationery	1,167	6,698	2,147	7,239
Drugs and perfumery	3,170	8,193	66	6,600
Spices	235	1,225	366	2,300
Cereals	9,900	83,764	..	..
Rice	539	9,243	13,403	12,600
Sugar	14,961	23,600	17,395	27,547
Coffee	3,258	12,547	4,017	11,505
Salt fish	2,220	5,447	1,809	2,783
Tobacco	64	694	..	..
Flour	815	301	237	336
Spirits	Gallons... 2,047	1,657	Gallons... 2,504	2,249
Timber and deals	To the value of ..	14,378	To the value of ..	2,134
Petroleum .. .. .	..	..	..	11,575
Other articles .. .. .	..	96,196	..	113,767
Total... .. .	..	457,337	..	392,443

The oke is equivalent to 3·84 lbs. avoirdupois, 25 drachma to the pound sterling.

Annex C.—TABLE showing the Total Value of all Articles Exported from Volo and Imported to Volo from and to Foreign Countries during the Years 1885 and 1884.

Countries.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
Great Britain .. .. .	..	..	82,985	96,778
Turkey	16,036	35,803	131,658	51,789
Egypt	7,378	12,493	..	..
Austria	6,516	20,442	127,769	145,081
France	5,830	10,761	68,755	90,250
Servia	966	..	..	..
Roumania	682	2,572	8,470	1,564
Italy	33	4,688	5,347	6,985
Russia	9	..	5,684	..
Belgium .. .. .	..	..	31,551	..
Holland .. .. .	..	..	168	..
Total.. .. .	37,450	86,756	457,387	392,442

* Railway materials.

The foregoing tables are based upon statistics furnished by the Custom-house at Volo.

Volo, March 18, 1886.

ITALY.

GENOA.

Report by Consul Yeats Brown on the Trade of the Consular District of Genoa during the Year 1885.

TRADE in this Consular district during 1885 has increased in volume State of trade if not in value, not only as compared to the previous year, but as compared to all previous years. generally.

British shipping has notably increased, but it must be admitted that the increase is mainly due to the great import of British coal, which, owing no doubt to the low rate of freight, is certainly not at present affected by the competition of German coal by the St. Gothard route. Complaints of bad business and no margin of profits are universal among importers and merchants, and industrials echo the same complaint. In spite of all this, however, it cannot be supposed that the mass of increased business is being done at a loss, and the fact probably is that capital invested in trade is giving considerably smaller returns than a few years ago; just as capital invested in the funds, in land, or in any other investment is also giving far smaller interest. In fact, there is more capital available than people see their way to turn to profitable account, chiefly because of the unsettled state of European politics.

There is also the tendency here, as elsewhere, to do away with the agency of merchants and middlemen in all trades: the consumer, or at any rate the retailer, going direct to the producer.

As to English trade, I regret to say my report is far from favourable. Our shipping has beaten all competition, and our tonnage is far greater than in any previous year; but with the low freights ruling at present, I fear that owners have only been running their ships as an alternative to laying them up.

Our coal trade has greatly increased, and I suppose has not been Coal, metals, done at a loss; but it is literally the only trade which I can point to as machinery. showing signs of increase and prosperity. As will be seen further on, in metals we are being beaten out of the market by the Germans. In machinery, the Swiss and the home industry are supplanting us. In hardware and Birmingham goods, the United States have recently come to the front with a rush.

Of cotton goods I need hardly speak, for native industry has Cottons. gradually (and perhaps legitimately) been supplanting us year by year, and is now beginning to feel the effects of over-production at home, and to long for export markets. In the woollen goods trade the Germans Woollens. are underselling us, and in many cases not selling their goods as their own, but making exact imitations of our goods, both as to fashion, width, and even make up of parcels, only just stopping short of forged names and brands. In the fish trade our English cured fish only Fish. fetches about half the price of French cured fish, and in fact I know of no article in which we are progressing as a set-off against the vast number in which we are losing ground, or have been beaten out of the field.

Remedies for
depressed
trade.

As to remedies for this state of things, it may be that in some articles, do what we will, we shall not be able to regain our position. No doubt in Germany, Switzerland, and in this country workmen content themselves with lower pay ; or, what comes to the same thing, work longer hours, and that nowadays competition is so keen in every trade that the smallest advantage tells. I am convinced, however, that much might yet be done to prevent business slipping away from us, as year by year is now the case, if our people would devote themselves seriously to inquire, on the spot, into the causes that in each particular case lessens or prevents the sale of their produce. It is impossible for a Consul, whose duties are so multifarious and on whose time the calls are so varied, to master details which vary in each different trade, and it would be presumption on my part to attempt to teach men of business how to manage their own affairs. What I would urge upon them, however, is that they must not go to sleep if they mean to keep any hold at all of the markets of North Italy ; that the country is remarkable both for industry and intelligence, and is straining every nerve to provide for its own wants of all sorts, without recourse to foreign aid ; and that the Germans, Swiss, and Belgians are, by the great assiduity of their manufacturers and comparatively cheap labour, cutting out both English and French in such business as the home industry does not yet provide for. I would, therefore, insist upon the necessity of our people studying the wants and the taste of this market more than they do, and would suggest personal visits and direct intercourse with their customers, combined with inspection, on the spot, of the produce of their rivals in trade. It is notorious that German and Swiss manufacturers take far more trouble than we do in these things ; that when they take their holidays they come to Italy not to see sights and spend their money in buying doubtful antiquities, as many of our wealthy manufacturers do, but employ a part of their time in making the personal acquaintance of their correspondents, and looking into business with their own eyes. I am often told by importers of English goods that they have gone on for long pointing out changes and ameliorations in our goods which could be made in England as well as elsewhere, and are demanded by customers, but that such observations are generally unheeded, if not resented ; with the result that eventually they have had to betake themselves, often much to their regret, to our German or Swiss rivals, who are always ready to adopt suggestions of the sort, or at any rate to go fully into and discuss the matter. The prevailing impression here is that our people are too grand for present times of keen competition, and have the air of replying to any observations in a " take it or leave it " spirit, which is far removed from the tone of their rivals, and is out of keeping with the present state of business relations between producers and their customers.

I am afraid I shall raise a howl against me in many quarters by making such a statement, but I feel it my duty to record my belief that one of the greatest benefits that could be conferred on our trade, with all this part of the world, would be the construction of the channel tunnel or several channel tunnels. The prospect of such an event must, in the present state of English feeling, be regarded as so remote that it would be out of place for me to enter into detail, but from a mere business point of view I believe it would be the very greatest benefit (except the adoption of universal free trade) that could be afforded to our trade. In support of my belief I think I need go no further than to state that at the present moment it pays, and it is the practice, to

bring even such a low class of goods as rails from Belgium to alongside the water at Savona by rail rather than by sea. When one comes to consider the effect than an unbroken continuity of land transport would have upon other more valuable and more breakable or perishable goods, I think the case is so strong that it need hardly be further argued.

Shipping.—In spite of complaints of depression in trade and bad Shipping. business, the movement of shipping at this port has been considerably greater than in any previous year. As will be seen by the annexed shipping returns, the arrivals at Genoa (including coasting trade) amounted to an aggregate tonnage of 2,824,068, and it must be remembered that it hardly ever occurs that a vessel enters this harbour in ballast. This is an increase of 600,000 tons over the previous year.

British tonnage has increased in proportion, having amounted to 969,794 tons in 1885 against 751,204 tons in 1884; the great increase, however, having been in the steam colliers, of which the tonnage was nearly 200,000 tons greater in 1885 than in the previous year.

Imports and Exports.—The total imports in the "commercio Imports and speciale," or home trade (exclusive therefore of transit), as given by exports. the Custom-house returns, increased from 14,955,531*l.* in 1884 to 15,940,388*l.* in 1885.

The chief increase has been in colonials, raw cotton, hides, cereals, and coal. The import of ships has greatly decreased, as is but natural during the present depression of freights. Other articles of import were of about the usual amount. The total exports as given by the same returns decreased from 3,979,248*l.* in 1884 to 3,382,324*l.*, the falling-off being pretty generally spread over all articles except silk, of which there was an increased export.

As I have observed, however, in previous reports the official statistics procurable here are very incomplete, and not always to be relied upon even as far as they go. The subjoined details concerning the principal articles of import and export on the other hand have either been obtained from or verified by merchants and brokers specially acquainted with each article, and the information, such as it is, is therefore trustworthy.

I take the articles in the order in which they come in the Italian Custom-house returns, which divide all articles of import and export into 16 categories.

Wine, Oils, &c.—The export of wine, according to the Custom-house Wine. Oils. returns, has somewhat decreased in 1885 as compared to the previous year, the crop in large tracts of the Monferrato district having totally failed. Other parts of the same district, however, produced abundantly, and I have reason to believe that the export by way of Mont Cenis to France more than compensated for the diminished export by way of Genoa.

The export of olive oil decreased considerably, the crop in this district having been a bad one. The imports of inferior olive oils from Tunis, &c., for mixing and re-export, on the other hand, were considerable. The crop of 1885-86 is in general plentiful and excellent on this coast.

The import of alcohol in 1885 was considerably greater than in 1884, but in that year the import had been unusually small. American alcohol is now being largely imported into Genoa.

The import of American petroleum has increased from 21,000 barrels and 668,000 cases in 1884 to 21,000 barrels and 1,000,000 cases in 1885. The import of Caucasus petroleum has also largely increased, having been in 1884 of 4,200 barrels and 20,400 cases, whereas in 1885

it amounted to 31,500 barrels and 111,300 cases: the stock at the end of the year, however, being large and heavy on hand.

Sugar.

The import of sugar increased from about 70,000 tons in 1884 to nearly 100,000 in 1885. These sugars were, as usual, almost entirely low-class sugars for the local refineries, of which the production is very large and increasing. There was an import of 93,770 bags, equal to about 184,800 cwt., from England, chiefly of "unstowed" and other sugars of cheap descriptions, a good deal of which is consumed by the cafés and smaller eating-houses outside the large towns. This large import from England is due, however, to accidental causes, and chiefly to the increase of duty on sugar, coffee, and spirits, which, after being threatened in the early part of the year, was put in force in September, giving rise to large imports in these articles, which were hurriedly bought up wherever they could be quickly got into Italy.

Coffee.

Russian sugars, assisted as they are by a heavy export premium, are finding their way into this market, several cargoes have been taken by the local refineries, and are said to contain much saccharine matter.

The great increase in the import of coffee is due solely to the anticipation of raised duties, and not to increased consumption. The qualities consumed are chiefly Puerto Rico, Santos, and other comparatively cheap coffees. Ceylon coffee is too dear to find favour here.

Chemicals.

The import of chemicals by sea has fallen off, and trade in these articles tends every year more to travel by way of land, and business in them is rapidly leaving Genoa, and shifting to the towns in the interior, especially Milan.

Soap.

The export of soap, which is largely made at Sampierdarena, has declined. The trade was chiefly with South America, and the unsettled state of politics there has temporarily, if not permanently, injured this industry.

Hemp and jute.

The business of the country in these important articles is not done through this port, but I may note that establishments for making jute bags, and other coarse articles of jute, have been lately set up on this coast, besides the large works which were opened a few years ago at Lucca. The use of jute in furniture, hangings, &c., is rapidly extending, and the import of the raw material is likely to increase.

Cotton.

The import of raw cotton has been larger than in any previous year, having amounted to 243,553 bales. The import from India has, however, diminished, having been of 102,322 bales against 127,828 bales in 1884, and 150,919 bales in 1883. The imports of American cotton, which were only of 52,653 bales in 1884, increased to 99,363 bales in 1885. This is probably, however, merely owing to higher prices in India, consequent upon the partial failure of the crop, and does not point to a permanent decrease in the import of Indian cotton.

Yarns.

The import of yarns by sea was for a value of 138,000*l.*, as against 154,000*l.* in 1884; it is, however, impossible to found any argument upon this fact, as yarns are now imported more largely by land than by sea. The home make of yarns was very large and in excess of consumption.

The import of manufactures of cotton by sea was also less than in 1884; but in this article also the imports by land are now greater than those by sea, and no statistics are procurable at the Custom-house; it is, however, unfortunately certain, as far as our trade is concerned, that both as regards yarns and manufactured goods we have lost our hold on the markets of Northern Italy, native industry succeeding in excluding all foreign competition in the coarser qualities, and gradually improving their make of the higher numbers of yarns and finer qualities of goods.

The import of raw wool was less than in 1884, the value entered Wool. for home consumption having been 583,000*l.*, as against 565,000*l.*, whereas the value of manufactures of wool imported by way of sea has somewhat increased.

The export on the other hand of woollen goods, which in 1884 had increased, especially to South America, has again fallen off.

Our German rivals continue successfully to place their cheap imitations of our make on this market. I have been shown their "tailorings," made in all respects similar to ours; imitations not only of the manufacture, but of the make up of our goods, woven to our measure, with our bordering, and even packed in our paper, and in some goods, such as "Italian cloth," the difference in cost is so great that we have lost the market altogether. In general the wear of the goods is inferior to ours, but of late there has been a notable improvement in this respect, and it is a fact that every year the German rivalry is becoming more serious. I am not competent to enter fully into causes and remedies. I can only call attention to the facts, and suggest greater activity and personal investigation on the part of our producers: especially inquiry on the spot, and the cultivation of more intimate relations between them and those they deal with. I see that our German rivals do not content themselves with formal business correspondence with their clients, but know their market and their customers personally, and study their taste and seek to adapt themselves to it: whereas I am often told that we seem to make just what best suits ourselves, and expect the "foreigners" to adapt their tastes accordingly. This might do when we held almost a monopoly of capital and of undertakings on a grand scale, but is no longer suitable now that in all countries there are great establishments competing not only for home, but also for foreign trade.

The silk business is done almost entirely by land and not by sea, and Silk. therefore does not pass through this port, but it may be worth noting that the exports, chiefly to Greece and the Levant ports, have again increased.

There is a very large decrease in the imports under this category, and an increase in the exports, due solely to the fact that ships are classed under this heading, and that in 1885 the import of these ceased, as is natural, owing to the present depressed condition of shipping; and with regard to the exports, that the "Stirling Castle," valued at 170,000*l.*, figures as an export, having been temporarily transferred under the English flag.

The export of paper, which was once an important manufacture in Paper and this district, and was largely exported to South America, is steadily books. decreasing, as the Voltri makers show little enterprise, and are being cut out by the larger firms in the interior, and suffer as well from foreign competition.

The import of hides has been large in 1885; both South American Hides and hides, and hides and skins from India, &c., have been in good demand. leather. The low rate of freights encouraged imports, and the local tanneries have been doing a large business; added to which there has been great increase in the transit of hides for Switzerland and South Germany.

The import of pig iron from England has decreased, whereas that Metals. of broken and old iron for the use of the local foundries has increased. The import of rails has remained about stationary; that of wrought iron has slightly decreased, as also that of copper and all other metals except tin plates, the import of which has increased, and is about the only article in which we still hold a supremacy. It is a sad fact that

the Germans are steadily supplanting us in a very great number of articles in which we formerly had the complete command of the market. In galvanised wire rope, wire fencing, telegraph wire, as well as in copper and yellow metal sheeting, and now also in corrugated iron for roofing, sheet iron, and certain qualities of bar iron, the Germans are offering goods at prices which completely undersell us, and they take great trouble to suit the taste of buyers, and to comply exactly with their requirements. In copper sheeting, for instance, I am told that in our trade the thinner qualities are charged at considerably higher rates, whereas the Germans are content with the same price for the thin sheets as for the thick, and in iron sheets they will work to half a millimetre of thickness, while we go by sixteenths of an inch, and think we do wonders if we specify to half a sixteenth. In all ways the Germans take far more trouble than we do to acquire a thorough knowledge of this market, and to adapt themselves to satisfy its wants; whereas, as I am constantly told, our manufacturers seem to think that it is their province to make just such goods as happen to suit their machinery, and that their customers ought to be content to buy without further discussion. As I before said a Consul cannot usefully venture an opinion on causes and remedies; but it is his business to call attention to facts, and encourage our trade to rectify matters where it is possible to do so. It surely ought not to be possible for the Germans to undersell us here in Genoa in iron as they do at present. I have been shown by one of the principal ironfounders here, a Scotchman, and a man who certainly would always prefer dealing with our people if he could do so profitably, Lowmoor plates of our own make alongside of the German imitation, the latter costing less than half the price of the former, when both are delivered duty paid in his establishment; and he tells me that though the German has not the finish or "face" of our plate, it is really good material, and works up for all his purposes as well. Again, the German imitation of "best best" at the same cost as the English is, I am told, far superior to our make, and will stand tests under which ours fail.

In steel, however, we as yet hold our own; and in this neighbourhood at least both plates and steel in other forms are of English make.

Bar iron also still comes chiefly from England; though some qualities are being imported from Germany, and round bars from Belgium.

Germany also provides large quantities of T iron for bridge work, building, &c.

In hardware, Birmingham goods and tools, the Germans are also pushing us hard, and in some articles get the better of us. Their spanners, for instance, are quite beautiful pieces of work, both for finish and strength. Their nuts also look well and sell largely, though I am told they are not really as good as ours. Files still come from Sheffield, the German files being far coarser and inferior. Brass tubes, &c., come from Birmingham, and cocks from London, German work being inferior; but in some other articles connected with boiler work they have completely ousted us. As, for instance, boiler-ends, pressed by hydraulic force, are delivered here all set up and made exactly to order, at such favourable prices that these are no longer made in the workshops here or imported from England, but ordered at the Rhenish works as wanted.

In articles of tinned ware for household use our Birmingham make has always been found too heavy, and the shapes have not pleased. The import of these used to be chiefly from France, but now the United States have come on with a rush, and the import of this class

of goods and of small castings for various household and office purposes, and of watches and clocks, &c., from the United States, is very large and rapidly increasing.

The import of British coal has again enormously increased, having Coal. reached in 1885 the very large amount of 1,043,570 tons, as against 824,000 tons in 1884, and 830,000 tons in 1883. Of the above total in 1885, 423,360 tons were from Newcastle, 521,990 tons were from Cardiff, the rest being Scotch coal and North English coal shipped from Liverpool. It is therefore clear that at present, at any rate, the competition of German coal has not made itself felt, but it remains to be seen what the result will be when the present great depression of freights shall have passed away. Prices of English coal have averaged as follows during the year :—Newcastle steam coals, screened, 17s. 8d.; Newcastle gas coals, unscreened, 15s. 6d.; Cardiff, best screened steam, 20s.; Cardiff, seconds, 18s. 6d.; Cardiff, small coal, 15s., free on board in Genoa. Freights averaged on the whole year 8s. 9d. per ton from Newcastle, and 9s. 7d. from Cardiff, having been somewhat higher at the beginning of the year than at the end, but very low throughout. The bounty of one lira per ton payable to Italian vessels bringing coal from England under the new law, passed to assist the Italian Mercantile Marine, has begun to be paid within the last few days, and the result must be to lower freights somewhat further, but it will probably not have any serious influence on their course. Bounty to Italian vessels.

The import of wheat and of maize in 1885 was very large as compared with the previous year, whereas that of rice was very small. The import of Rangoon rice fell off immensely in consequence of the better home crop, the import of 1885 having only amounted to 20,000 tons, as against 60,000 tons in the previous year. It must, however, be observed that at the commencement of 1885 there was still a considerable stock on hand of the previous year's importation. Very few cargoes have been negotiated in this current year. Corns, &c.

The re-export of Rangoon rice, "brillanté" here, and of Italian Rice. rice taken together was of about the usual amount notwithstanding the diminished import; the export, therefore, of *bonâ fide* Italian rice may be taken to have been greater.

The import of oil seeds continues steadily on the increase; the Seeds. import in 1885 having amounted to 39,120 tons against 35,660 tons in 1884. The crushing mills in Genoa, as well as in Turin and Milan, are doing a large and increasing business.

The import of codfish of English cure in 1885 amounted to Fish. 129,184 cwt. against 109,658 cwt. in 1884—the import of French cured fish having been of 18,775 bales in 1885 against 22,274 bales in 1884—but a great deal of French cured fish has been imported by land this year, the quantity of which it is difficult to ascertain. It is a fact much to be regretted that year by year French cured fish are supplanting ours in the market, and meet with ready sale at high prices, whilst ours remain unsaleable at almost any price. If our trade is not to be entirely driven out of the market, it behoves our producers to listen to the warnings which they receive year after year, and to strive to adapt the goods they send here to consumers' tastes. They may rest assured that, with such keen competitors as the French, it will not do to be careless, and to continue to send to this market fish that, both in point of cure and assortment, will not bear comparison with French cured fish, more especially as the taste for fish is on the decline rather than on the increase, and the use of it in Lent is, for various reasons, by no means so prevalent in this district as it was some years ago.

The import of pilchards amounted to 9,550 hogsheads in 1885 against 8,660 hogsheads in 1884.

Of herrings the import in 1885 amounted to 29,900 barrels in 1885 against 26,600 barrels in 1884.

Nothing worth noting in the category of "Sundries."

Industries.

Shipbuilding, once the principal industry of this coast, is still at a complete standstill, and no move has yet been made to profit by the bounties on shipbuilding offered by the law recently passed in favour of the Italian Mercantile Marine. The building yards of Messrs. Cravero of Genoa, Odero of Sestri, and Wilson and Maclaren of Rivarolo have, however, been occupied rather actively in consequence of Government orders for torpedo boats and machinery for launches, pinnaces, &c.

The year has been a very bad one for the cotton mills; the production has been far in excess of consumption; and, though there have been no failures or even suspension of work, money must have been lost on a large scale, and prospects look even less bright for the future.

The crushing mills have been working actively, and have given rise to increased import of oil seeds from India, &c.

The tanneries have also been doing well.

The vermicelli makers complain of a slack market, but with wheat at present at unprecedentedly low prices, they have not abated their demands, and are probably doing good, if not large, business.

The iron foundries and mechanical workshops have been active throughout the year, though it is said that stock has accumulated on their hands. Messrs. Odero, of Sestri, are continually improving their make of spinning and weaving machinery, and their produce now competes favourably price for price with any that is imported.

Those foundries which include also building yards have, as I said above, been working chiefly on commissions for Government.

In general the smaller industries of this coast and neighbourhood have escaped the depression of trade so generally complained of, being benefited by the undoubtedly increased volume, if not value or profit, of trade in Genoa.

Public works.

The harbour works have progressed steadily throughout the year, the contractors keeping ahead of their contract. The outer mole is now above water for nearly its whole length, but there is still a dangerous point at the extreme end which is not yet above water, and shipmasters should be very careful on entering the harbour to give the lightship a wide berth and keep well to the northward. The inner mole is now finished, as are also most of the quays inside the harbour, as far as masonry is concerned. They are not as yet, however, fitted with cranes or any conveniences for discharging cargo, and the old system of discharging into lighters is still in full force. The branch railway, which is being constructed to lighten the traffic on the Turin line, is progressing rapidly, and will probably be open in two years.

The projected lines from Ovada to Alexandria, and from Genoa by the valley of the Stura to Asti, have not been commenced, and it is probable that their construction will be delayed by the tendency to cut down the expenditure on all public works, not absolutely indispensable, which has lately manifested itself in the Italian Parliament in consequence of the heavy deficit in the National Budget.

Population.

The population of the town within the walls continues almost stationary in spite of the prosperity of the port, as the heavy octroi duty obliges the poorer classes to live outside the town and far from their daily work. The number of resident inhabitants, as given by the municipal statistics on the 31st of December last, was 179,428.

Emigration has again greatly increased, the numbers embarked at this port alone in 1885 being 71,110, an increase of upwards of 21,000 on the already large figure of the previous year. The destination of the emigrants continues to be almost entirely for the River Plate, where they have the advantage of finding friends and relations already established, and, by their means, find ready employment.

Little need be said on the subject of agriculture, this district being *Agriculture*, essentially a trading, not an agricultural or even a manufacturing district. The wine crop of 1885 was a fair one on the coast, and with some curious exceptions, where the fruit totally failed over a limited area, it was an exceptionally good one in the Monferrato district. The oil crop was above the average in quantity and excellent in quality; it would have been an exceptionally large crop but for a few violent storms of wind, following on a frost, which had nipped the fruit and rendered it weak on the tree.

Italian rente stood as high as 98 at the beginning of the year, *Money market*, and remained steady at this rate till March, when the apprehension of an Anglo-Russian war began to weaken prices. The fall continued all through April, and assumed the proportions of a complete panic at the end of the month, when rente declined to 90, and all settlements had to be deferred for a week. Never before, not even in the crisis of 1866, has such a complete upset of business been known on the Genoa Bourse as took place last spring, and had it not been for a rapid rally in prices in the first days of May, consequent on the pacific solution of the Eastern question, the consequences must have been very serious to the trading community in general. As it was the mischief was limited to the failure of a few firms exclusively connected with stock dealing, whose engagements mainly affected the local banks and private banking houses well able to bear the loss. In the course of the summer and autumn "rente" fully recovered its former level, and the closing price of 1885 was over 98.

Money has been on the whole dearer in 1885 than in the year before. The bank rate was never below 5 per cent., and it was raised to 6 per cent. for a little over a month in the spring, when the war scare had caused a pressure for accommodation. In the latter part of the year the market was easier, and money could be obtained at from 1 per cent. to $\frac{1}{2}$ per cent. below the bank rate. It must, however, be borne in mind that the quantity of commercial paper now circulating in this country is very large, the National Bank alone holding between 16,000,000*l.* and 17,000,000*l.* sterling at the end of December, which is an increase of over 5,000,000*l.* sterling for the year, so that in the event of any political complication producing a want of confidence, the rates of discount would no doubt at once rise sharply.

No official price for gold has been quoted in 1885, but it has been scarce throughout the year, and a premium from $\frac{1}{4}$ per cent. to $\frac{1}{2}$ per cent. had always to be paid for obtaining "Napoleons" in any considerable quantity. The banks of issue continue to cash their notes exclusively in silver, and only for a limited time daily, so as to protect themselves as far as possible from a drain of the metal, which is almost always in request as the cheapest form of remittance to France. It must in fact be admitted that, although currency here stands nominally on a specie basis, it is still, owing to the scarcity of the precious metals, practically inconvertible; and if from any cause the credit of the country were to be shaken so as to discourage foreign holdings of rente and bills, the demand for exchange would be such as to materially depreciate the value of the Italian lira.

During the last twelvemonth the variations in the rates of foreign exchanges have been of no great importance. Sight bills on London have ranged from 25·25 to 25·60, and on Paris from 100·25 to 100·85.

VICE-CONSULATES.

Spezia.

Mr. Vice-Consul Greenham reports that the British vessels arrived in 1885 numbered 30, tonnage 25,176, as against an average of 18, tonnage 15,587, in the five previous years. As usual the vessels all arrived from England direct, chiefly with coal, and cleared for other Italian or Mediterranean ports seeking freights; only four, tonnage 4,132, returning to England in ballast. The imports from England were, as usual, almost entirely of coal, machinery, and other supplies for the arsenal.

Mr. Greenham reports that the crops in his district were good, and that the population of the town of Spezia continues to increase, chiefly, however, owing to the employment given by Government in connection with the arsenal, and not owing to any extension of local trade. The Pertusola smelting works continue to increase their production, and are now bringing lead ore from Spain as well as from Sardinia. The Spezia-Parma railway is progressing very slowly, and will not, Mr. Greenham thinks, be completed before 1890.

Savona.

Mr. Vice-Consul Ponzone reports that the British vessels which arrived at Savona in 1885 numbered 267, tonnage 255,914, against an average of 209, tonnage 180,000, in the five previous years. The trade has, as usual, consisted chiefly in the import of coal from England, which amounted in 1885 to 332,262 tons, of which 323,435 were in English vessels. The remaining import trade, amounting in all to 132,000 tons, consisted chiefly of wheat from the Black Sea, and old iron, rails, &c., from Spain for the local iron foundries. This trade also was almost entirely under the English flag. The export trade was, as usual, limited to small shipments of chestnut hoops and staves to Mediterranean ports; almost all vessels having to clear from Savona in ballast.

The new dock is now complete, with the exception of the railway round the quays, which at present only extends to the eastern side. An important addition to the facilities for discharging has been made by a private company, which has established hydraulic cranes on the quay. The order for these was given to Messrs. Tannett, Walker, and Co., of Leeds, and four cranes are already put up and in working order, and four more are to be added in the current year. If the result of the experiment is satisfactory the company intend erecting 11 more, including a powerful one for exceptionally heavy weights. In facility for discharging cargo Savona is at present ahead of Genoa.

San Remo.

Mr. Vice-Consul Congreve reports that no English vessel visited San Remo during the year. He says that at the commencement of the season very few English came to the neighbourhood owing to a fear that cholera might break out; but that in February and March, these fears being dissipated, a good many came, and several bought land and built villas, thereby lightening the distress among the poorer classes, which was very severe owing to the bad season and the total failure of the olive crop. Mr. Congreve reports that the waterworks have at last been completed to the very great advantage of the town and neighbourhood. The health of the town has been excellent throughout the year, and this winter there are a great many visitors, almost all the villas on the west side of the town being let to English people. The olive crop is very large and of excellent quality, and the wine crop was also a good one.

RETURN of all Shipping at the Port of Genoa in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	51	14,458	912	955,336	963	969,794
Italian	3,342	378,954	1,036	828,118	4,378	1,207,072
French	7	1,255	540	486,247	547	487,502
German	7	1,804	59	51,048	66	52,852
Others	123	43,997	172	110,851	295	154,848
Total	3,630	440,463	2,719	2,883,600	6,249	2,824,068
„ for the year preceding ...	...	...	...	...	5,839	2,220,868

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	56	14,962	916	961,309	972	976,261
Italian	3,234	335,650	1,068	814,993	4,302	1,150,643
French	6	1,608	538	453,801	544	455,404
German	7	2,380	60	52,234	67	54,619
Others	109	37,226	174	130,985	283	168,211
Total	3,412	391,816	2,756	2,413,322	6,168	2,805,138
„ for the year preceding ...	...	...	...	...	5,750	2,219,870

RETURN of Principal Articles of Export from Genoa during the Year 1885.

Articles.	1885.			1884.	
		Quantity.	Value.	Quantity.	Value.
Wine	Gallons...	1,184,612	£ 190,729	1,266,606	£ 199,438
„ „ „ „	Bottles ...	1,495,671	160,789	1,629,386	203,610
Olive oil	Tons ...	2,978	222,247	4,072	196,144
Silk, thread, tram, &c. ...	Lbs. ...	203,720	135,819	176,228	144,344
„ manufactures of ... ..	...	...	92,360	...	111,204
Paper	Tons ...	3,360	57,670	3,792	58,411
Marble, wrought and not ...	„ ...	3,880	518,013	37,745	543,532
Rice	„ ...	36,930	123,166	30,666	161,393
Coral, worked and not ...	Lbs. ...	35,680	1,881,731	...	2,361,172
All other articles ... ..	...	...	...	...	...
Total ... ..	...	...	3,382,324	...	3,979,248

N.B.—In these tables the £ sterling is calculated at 25 lire, the ton 1,000 kilos, the kilo. 2·20 lbs., and the hectolitre 22 gallons.

**Return of Principal Articles of Import to Genoa during the
Year 1885.**

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coffee	9,661	617,640	6,986	471,647
Sugar	98,509	1,576,145	70,537	1,554,180
Cotton, raw	56,632	2,944,862	48,355	2,611,214
" manufactures of ... ..	...	375,871	...	419,640
Wool, raw	3,954	532,708	3,538	583,214
" manufactures of ... ..	...	209,916	...	168,888
Hides	6,708	721,988	6,137	666,408
Old iron	23,318	104,726	25,452	91,703
Pig	16,091	46,343	13,306	42,578
Cast " manufactures of	1,322	23,888	2,411	31,358
Wrought iron	5,437	133,120	3,958	134,436
Machinery ... ..	...	297,510	...	317,237
Gold and silver coin ... ..	...	224,864	...	2,290
Coal	1,070,624	1,113,448	887,916	994,468
Wheat	209,811	1,804,378	118,695	1,091,995
Rice	17,497	122,591	59,998	719,780
Cod and other salt fish	11,688	301,766	10,312	268,104
All other articles ... ..	...	4,788,627	...	4,784,533
Total ... ..	...	15,940,387	...	14,955,531

Genoa, March 30, 1886.

LEGHORN

Report by Consul Inglis on the Trade and Commerce of Leghorn for the Year 1885.

THE gross movement of trade at the port of Leghorn during the Imports and year ended December 31, 1884, the latest date for which general exports official statistics are available, represented a value of 4,110,427*l.*, generally, which, compared with the returns for the previous year, shows a falling off of 580,056*l.*

The general trade in imports and exports was—

							£
In 1883	..	..	..	..	..	..	5,490,088
1884	..	..	..	..	..	..	4,910,027
							<hr/>
Decrease in 1884	..	..	..	..	..	..	580,056

The imports of goods of foreign origin entered for consumption in 1884 represented a value of 2,617,888*l.*, while that of national or nationalised goods entered outwards amounted to 1,974,267*l.*: a comparison of these figures with those for 1883 shows a falling-off of 45,491*l.* on imports, and 506,724*l.* on exports. Falling-off.

							£
Imports in 1883	..	..	..	..	..	..	2,663,579
„ 1884	..	..	..	..	..	..	2,617,888
							<hr/>
Decrease in 1884	..	..	..	..	..	..	45,691
							<hr/>
Exports in 1883	..	..	..	..	..	..	2,481,391
„ 1884	..	..	..	..	..	..	1,974,267
							<hr/>
Decrease in 1884	..	..	..	..	..	..	507,124

This marked falling-off in exports is attributed partly to the difficulties placed in the way of commercial intercourse by quarantine regulations, and partly to the unfavourable conditions which have affected trade generally. Cause of falling-off.

The customs revenue at the port of Leghorn from imports during the year 1884 amounted to 291,000*l.*, being a decrease of 28,970*l.* on the amount levied during the preceding year. Customs revenue.

On exports the revenue from the same source was 6,183*l.*, showing a decrease of 1,100*l.* on the previous year. Decrease.

The following tables show the amount and value of the principal articles of import and export:—

RETURN of Principal Articles of Import to Leghorn during the Year 1884.

Category.	Articles.	1884.		1883.	
		Quantity.	Value.	Quantity.	Value.
I.	Spirits, beverages, oils, bottles ...	42,140 Tons.	\$ 228,040	130,543 Tons.	\$ 269,309
II.	Colonials, drugs, tobacco ...	8,116	80,453	11,086	108,662
III.	Chemicals, medicines, and perfumery	9,592	159,367	9,707	277,274
IV.	Colours, dyeing and tanning materials	7,472	16,100	6,744	12,570
V.	Hemp, flax, jute, and other vegetable fibres, excepting cotton ...	4,892		1,998	
VI.	Cotton ...	2,623	148,796	3,077	191,011
VII.	Wool, horsehair, hair ...	1,421	8,150	2,959	3,370
VIII.	Silk ...	1,160	10,408	751	31,872
IX.	Wood and straw goods ...	8	59,546	10½	52,356
X.	Paper and books ...	384	313,500	249	268,153
XI.	Hides and skins ...	56	24,423	75	28,293
XII.	Minerals, metals, and manufactures of same ...	1,997	79,153	475	46,964
XIII.	Stone, earthenware, glass and crystal ...	41,113	64,653	41,004	49,474
XIV.	Cereals, flour, and other vegetable products ...	136,068	457,417	134,481	552,662
XV.	Cattle and animal produce, not included elsewhere ...	33,288	34,158	22,978	37,962
XVI.	Miscellaneous ...	8,189	233,336	13,592	539,076
	Total ...	66	16,510	75	10,530
		260,935	1,933,998	243,205	2,479,404

RETURN of Principal Articles of Export from Leghorn during the Year 1884.

Category.	Articles.	1884.		1883.	
		Quantity.	Value.	Quantity.	Value.
I.	Spirits, beverages, oils, bottles ...	15,140 Tons.	\$ 228,040	194,953 Tons.	\$ 289,300
II.	Colonials, drugs, tobacco ...	5,491	80,500	6,356	108,660
III.	Chemicals, medicines, and perfumery ...	1,389	159,360	1,415	277,280
IV.	Colours, dyeing and tanning materials ...	4,086	16,090	886	12,570
V.	Hemp, flax, jute, and other vegetable fibres, excepting cotton ...	1,650			
VI.	Cotton ...	4,157	148,760	5,370	192,000
VII.	Wool, horsehair, hair ...	56	8,120	34	3,366
VIII.	Silk ...	47	10,408	146	31,880
IX.	Wood and straw goods ...	20½ cwt.	69,560	53½	52,335
X.	Paper and books ...	1,957	313,500	1,975	268,160
IX.	Hides and skins ...	1,152	24,423	1,147	28,290
XII.	Minerals, metals, and manufactures of same ...	697	77,150	416	46,960
XIII.	Stone, earthenware, glass and crystal ...	1,775	64,650	1,739	49,475
XIV.	Cereals, flour, and other vegetable products ...	40,993	457,400	47,497	550,660
XV.	Cattle and animal produce, not included elsewhere ...	4,028	34,516	3,783	39,960
XVI.	Miscellaneous ...	2,560	277,235	3,354	539,065
	Total ...	298	16,500	63	10,530
		70,354	1,966,312	180,778	2,500,392

The next tables give the general movement of shipping at Leghorn Shipping—
during the year 1885:— general.

RETURN of all Shipping at the Port of Leghorn in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	37	8,164	380	333,697	417	341,861
Italy ...	2,308	109,655	919	556,189	3,227	666,844
France ...	8	546	494	256,820	502	257,366
Germany ...	1	126	45	39,949	46	40,075
Greece ...	20	6,356	5	3,880	25	9,236
Austria ...	13	5,407	...	...	13	5,407
Other countries ...	27	5,250	83	53,554	110	63,804
United States ...	...	...	...	...	...	...
Total ...	2,414	134,504	1,928	1,249,089	4,340	1,378,186
for preceding year ...	2,473	135,563	1,707	1,115,614	4,180	1,251,387

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain ...	31	7,178	381	340,015	412	347,193
Italy ...	2,208	98,899	909	345,208	3,117	644,106
France ...	5	394	494	256,094	499	256,488
Germany ...	1	126	45	39,949	46	40,075
Greece ...	14	3,599	3	2,078	17	5,677
Austria ...	13	5,183	...	...	13	5,183
Other countries ...	21	4,945	81	58,592	102	63,437
United States ...	...	...	...	...	...	...
Total ...	2,293	120,223	1,913	1,241,936	4,206	1,362,159
for preceding year ...	2,413	118,147	1,698	1,068,038	4,111	1,206,185

The actual number of British vessels which entered the port during 1885, according to the registers of this Consulate, was 413, representing 348,152 tons register, with crews numbering 9,348 men, being an increase of 28 vessels and 13,486 tons compared with the entries for 1884. Increase of British ship- ping at Leg- horn.

At Rio Marina (Elba) during 1885 there were 76 British vessels of 89,174 tons register, and with crews numbering 1,736 men. These vessels all arrived in ballast and loaded iron ore; 22 cleared for ports in the United Kingdom, 53 for America, and one for the Italian continent. British ship- ping at Elba.

At Leghorn during 1885, 99 British steam vessels arrived from the United Kingdom: 24 vessels with codfish from Newfoundland and Labrador (of these one was a steamer): two steamers arrived by rails, two with iron, two with tobacco, and 35 with wheat from Black Sea ports; three with sugar, and two with petroleum. In addition to these there were 213 steamers with general cargo from London, Liverpool, Newcastle, Swansea, and Glasgow. Cargoes brought to Leghorn in British vessels.

The quantity of coal imported from the United Kingdom was 122,190 tons. Coals.

Codfish.

The importations of cured fish in 1885-86 consisted of—

Articles.			Quantity.	
Labrador cured codfish	..	..	Quintals	64,500
Shore	..	..	..	13,500
Yarmouth red herrings	..	..	Barrels	25,500
British cured pilchards	..	..	Hogsheads	1,650

The first arrival with Labrador fish came in on the 22nd of September by steamer, and realised 19s. per quintal for cost freight and insurance, but as the season advanced prices gradually receded to 12s. and 13s. The demand, soon after Christmas, slackened considerably, and the quality of the fish in store being very indifferent, holders became anxious to sell, and some of the later cargoes only fetched 9s., which leaves a considerable loss to the shippers, who will again have to record a disastrous season.

Quality.

The stock in store is still about 12,000 quintals. I regret again to have to confirm what I said in my last report, viz., that with only a few exceptions the quality has been very unsatisfactory, the fish being unusually small and thin. In fact, in many parts of Tuscany French cured codfish is now consumed, although much dearer than English, and unless these defects are remedied, importers here are of opinion that the French will soon monopolise the trade. As it is, at least 25,000 quintals of this cure have found a ready sale this season in our markets at an average price of 16s. per quintal, the shipper taking the bounty of 16 fr. per 100 kilos. Shore fish has been less than usual, and only of fair quality. Prices have ruled from 17s. 6d. to 19s. per quintal for freight cost and insurance.

French cure.

Herrings.

Herrings, generally speaking, have been of good quality, but somehow or other have hung fire during the season, and at one time were a drug in the market. The late frosts, which have burnt up most vegetables, have given them a fresh start, and the market is now nearly bare of this cure. Prices to the curer, net of every charge, including freight, may be put down at from 18s. to 12s. per barrel.

Pilchards.

Pilchards, which for several years past had been neglected, have again been imported to the extent of over 1,600 hogsheads. The improved quality has had its effect. Prices to the curer ruled from 70s. down to 40s. per hogshead for cost, freight, and insurance.

The demand for fish throughout Italy seems to have fallen off, but from what cause it is difficult to say.

Hosiery.
German and
Italian com-
petition.

Hosiery.—We have to bear considerable competition in this line, not only from Germany, but also from producers in this country, purchasers here taking largely from the manufactories of Biella, Genoa, and Ferrara.

Heavy duties.
Shetland
lambswool
goods from
England
largely im-
ported.

The duty on this class of goods is very heavy, especially on woollen hosiery, amounting to 2 fr. per kilo. and 10 per cent. in addition. If a woollen article is either sewed with silk or has a silk binding the duty is doubled. Notwithstanding these imposts, however, there is a large quantity of woollen hosiery imported here from England, more particularly in Shetland lambswool goods. On some of the low-class articles the duty averages from 35 up to 40 per cent. on the value of the invoice; and if the Italian manufacturers improve the quality of their production, which is to be expected, the import trade in this line from foreign countries will be considerably reduced.

Some samples* of German hosiery, which finds a ready sale here, accompany this report. They are as follows:—

	Price.	
	Currency.	Sterling.
	Lire s.	s. d.
One under waistcoat, No. 3	4 50	3 7
" " " No. 4	5 25	4 2½
" pair of drawers, No. 2	4 50	3 7
" " " No. 4	5 50	4 4½

The above are the prices at Leghorn, free of all charges, which average about 30 per cent.

Cotton Goods.—Concerning these there is little to be added to what has been written in the two previous reports from this Consulate. Native manufactures continue to increase, and the prices, especially in dyed goods, can easily beat English and French production. In unbleached goods importation here has entirely dropped, and several patterns of the native article are transmitted herewith.† The price is marked on each pattern, as delivered free of all charges, with 2 per cent. discount if paid within 60 days:—

		Width.	Price per Metre.
		Centimetres.	Centimes.
No. 1. Italian domestics		65	30
" 2. " " "		70	37
" " " " "		75	39
" " " " "		80	41
" 3. " " "		70	38
" " " " "		75	43
" 4. " " "		70	39
" " " " "		75	43
" 5. " " "		75	41
" 6. " " "		70	38½
" " " " "		75	41½
" " " " "		80	43½
" 7. " " "		90	55
" " " " "		80	52½
" 8. " " "		90	60

Wool and Worsted Coatings.—Importers here of English goods in Wool and this line state that in wool and worsted coatings and cheviots there is a marked improvement in Italian production. Large quantities of coatings and cheviots are manufactured in the Biellese, at Schio, in the factory of Senator A. Rossi, at Voltri, in Genoa, and also in Tuscany. In addition to this there is the German and Austrian competition; they imitate all the English designs and new patterns in fancy cheviots and worsted, and their goods are much appreciated in Italy. Bradford goods are still selling well here, and their prices for worsted coatings cannot be beaten by any other competition. Italian cloths and mohairs are easily surpassed by the German fabrics from Barmen and Elberfeld.

* Sent to Nottingham Chamber of Commerce.

† Sent to Manchester Chamber of Commerce.

Flannels

Flannels.—A large quantity of this class of goods is manufactured in the Biellese and Schio. In prices for low qualities they can compete with us; in fact, the trade with England in this line has been greatly reduced. Patterns of 6/4 flannels (*i.e.*, double width) of native production are forwarded herewith.* The price is 5 fr. per metre to retail houses, with 10 per cent. discount, and six months' credit.

Patterns sent.**Olive oil.**

As anticipated, the olive crop during the season 1885–86 throughout Tuscany has turned out very short. The yield of olive oil is estimated at barely one-tenth of a full crop. The fruit still on the trees was extensively damaged by severe frosts, hence much of the oil made was of very inferior quality. Nevertheless, in a few sheltered localities the olives escaped injury, and yielded oil of perfect quality; but the production of such oil has been on a very limited scale. In these circumstances prices of the finest qualities of Tuscan olive oil, which are generally considered much superior to the best growths of other oil-producing districts of Italy and of France, might have been expected to rule very high, particularly as in Tuscany stocks of olive oil of the preceding season's crop were quite exhausted. But, owing partly to good olive oil crops in the districts of Nice, the Italian Riviera, and Bari, and partly to the general trade depression and fall in values of almost every commodity, new Tuscan olive oils have fetched comparatively low prices, ranging from 40 lire to 51 lire per barrel of 30 kilos., according to quality, first cost in the districts of production. The olive trees are generally in fine condition, and promise well for next season.

Mines.

Mines.—Vice-Consul Fossi reports that the total output of the Elba iron mines during the year 1885 was 173,438 tons, of which 154,508 tons were exported, as follows:—

					Tons.
Italian continent	..	..	..	..	8,323
England	..	..	..	..	29,206
France..	..	..	..	..	125
United States of America	..	..	..	..	116,854
Total	..	..	..	..	154,508

In the previous year the exports to the United Kingdom were only 1,823 tons.

Leghorn, March 27, 1886.

* Sent to Nottingham Chamber of Commerce.

NETHERLANDS.

BATAVIA.

Report of Consul McNeill on the Trade, Commerce, and General Matters relating to the Island of Java for the Year 1885.

THE year 1885 has been an unfavourable one for the trade in Java, and though no actual financial crisis occurred as in the year previous, a general feeling of depression has been felt throughout the year.

The crop has again been a good one, though not so abundant as in Sugar. 1884, the out-turn being about 15 per cent. less, say a little over 5,000,000 piculs, or about 300,000 tons. Prices varied considerably in sympathy with European advices, the market opening at 9 fl. 50 c. to 9 fl. 75 c., and rising steadily from 12 fl. to 12 fl. 50 c. per picul, but declining at the close of the season from 11 fl. to 10 fl. 50 c. per picul. Had rates remained at the level at which first sales were made, the result would have been, as a rule, very unsatisfactory to planters; and it is a matter of congratulation that the markets in the consuming quarters advanced in the manner they did. A large proportion of the crop was again shipped to Europe on planters' account. An area under cultivation is reported to be well up to last year's, and a good crop—unforeseen circumstances excepted—may be looked for in 1886.

The disease in the canes, alluded to in my two last reports, has increased in some districts, but diminished in others. The damage done by it has not, on the whole, been great; and it is generally considered that by careful planting and manuring it can be easily grappled with.

The crop has been an exceedingly poor one, the production of Coffee. the Government gardens having declined to 499,909 piculs, against 1,011,787 piculs in 1884 and 1,072,492 piculs in 1883. The yield from private plantations has also proved much under the average out-turn, though the decrease is not so marked as in the case of the Government coffee. The quality of the crop has been poorer, also, owing to long-continued drought, and the presence of the leaf-disease in many gardens. Prospects for the coming crop are, however, fortunately brighter, leaf-disease not having yet shown itself to any great extent.

The crop has been an enormous one, and consequently prices have Rice. fallen to an unprecedentedly low level. The quantity exported was more than double that of the previous year, viz., 27,939 tons against 10,860 tons.

The crop has been somewhat under the average, the weather having Tobacco. been unfavourable during the planting season, and the quality has been inferior.

The production has been above the average, but the quality has Indigo. shown a considerable falling-off. Prices receded 25 per cent.

The number of plantations under cultivation have remained almost Tea. stationary, but owing to unfavourable weather the yield of 1885 shows a slight decrease, the exports having been 2,568,675 kilos. against 2,904,567 kilos. in 1884. Exports to London amounted to 1,705,850

kilos., and to Holland 750,446 kilos. The preparation has been paid more attention to with favourable results. A considerable quantity of seeds from Assam has been imported.

Pepper.

There is again a small falling-off in the exports, and the crop itself is reported to be smaller than for some years past.

Billiton tin.

The following are the results of the public sales :—

Date of Sale.			Piculs.	Average Prices.	
				Fl.	c.
February 27th	..	..	13,018.40	54	29
April 29th	..	..	13,058.58	54	24
June 25th	..	..	10,042.95	60	32
August 29th	..	..	11,832.87	61	67
October 29th	..	..	12,218.33	61	83
December 24th	..	..	12,221.55	68	58
Total	..	..	72,382.28	..	..

Banca tin.

The product of these mines owned by Government aggregated 58,293 piculs.

Imports.

Imports in general have remained on much the same scale as in previous years, though a marked falling-off is observable in cotton and woollen goods, and in ironware. The value of the former class of imports shows a decrease of about 950,000*l.* on a total amount of 2,770,000*l.* imported in 1884. British manufacturers represent, roughly speaking, about one-third of the whole deliveries of this class of goods, and they share in the past year's decrease to the extent of about 80,000*l.* Total imports of ironware were this year about 100,000*l.* as against 160,000*l.* in 1884; from the United Kingdom alone 18,000*l.* as against 35,000*l.* in 1884.

Our markets have been in a more depressed and unsatisfactory condition than has been experienced for many years past, owing principally to the decreased buying power of the native population; and the more than adequate supplies which have continued to come forward during the year. The market was already overstocked with goods of all descriptions at the end of 1884, and the heavy arrivals thrown during the twelvemonth on a falling market served to depress prices still further. During the last three months of the year business almost came to a standstill, as dealers at last lost confidence, owing to the progressive decrease in prices, and were frightened to operate with the possibility of having their purchases left on their hands in consequence of a further decline. The poverty of the natives is attributed to the very considerable depreciation which has occurred in the value of rice, combined with the increased pressure used by Government in the collection of the land tax.

Cattle disease.

In the beginning of the year cattle plague broke out in the eastern part of the island, in the Passaroean Residency, and as there had been no transit of cattle from or to this district, which had remained free from the disease up to this period, the origin of the outbreak appears to have been spontaneous.

In May the plague appeared in the western part of the island, in the Bekassi district, near Batavia, where it prevailed with considerable severity, but owing to the strenuous exertions taken by the Government, it disappeared almost entirely after the lapse of two or three months.

In August there were some few cases of cattle plague and foot-and-

month disease in the neighbourhood of Batavia, but in the following month the disease was officially reported to have disappeared.

In December there were a few cases of cattle plague among the buffaloes in the Krawang Residency.

The staff of veterinary surgeons, appointed by the Government for the inspection of cattle and suppression of diseases, numbered at the end of 1884, seven Europeans, assisted by 18 certificated natives, while several Javanese were also in receipt of medical instruction to qualify them for future service.

The following have been the customs receipts in Java and Madura during the years 1884 and 1885 —

Customs receipts.

	1884.		1885.	
	Fl.	c.	Fl.	c.
Import duty	6,501,870	76	5,773,032	90
Export duty	2,124,840	90	2,200,221	71
Excise on spirituous liquors ..	93,620	46	82,302	49
Excise on tobacco	124,733	43	107,980	73
Entrepôt rent	51,000	11	46,988	06
Remuneration for services rendered	24,059	00	24,023	00
Fines and forfeitures	32,765	02 ⁵	7,643	44
Other Government receipts ..	9,135	86 ⁵	7,605	57
Sale of unclaimed property ..	1,310	13	1,395	43
Total	8,968,825	67	8,251,193	33

The returns therefore of last year show a decrease on that of the preceding year of 717,632 fl. 34 c.

A new Stamp Act was passed during the latter part of last year, Stamp Act. which is to come into force at the beginning of 1886. It enacts that :

(a) Receipts or acceptances, deposits-receipts, drafts or papers made payable to order or bearer, and copies of such documents, have all to be stamped with a 5 cent. stamp, whilst—

(b) All other documents duly signed and intended to serve as vouchers have to be stamped with a stamp of 1 fl. 50 c.

(c) Certain documents are freed from stamp-duty, such as receipts for amounts not exceeding 10 guilders, bills of lading, pay or pension declarations, &c.

No new lines have been completed during the past year.

Government

Progress has, however, been made with the lines between Djokjakarta and Tjilatjap, and with the small line connecting Sourabaya with the mouth of the Kaliemaas River, whilst the survey and the provisional plan of the line between Tjilatjap and Tjitjalengka, and the surveys of the lines from Djokjakarta to Willem I. via Magelang, and from Magelang to Poerworedjo, have all been finished.

The line between Batavia and Bekassie, mentioned in my last report as having been commenced, has been steadily progressing during the past year, although considerable difficulty has been experienced in purchasing the land through which the line passes.

A line connecting Tagal and Balapoelang via Bandjaran, with a branch line from the latter place to Pangka, has also been commenced.

A concession has been granted by Government for a line from Cheribon to Samarang via Tagal and Pekalongan, whilst another has been asked for a line starting from one of the stations on the, Djokjakarta-Tjilatjap Railway to Bandjarnegara via Poerwokerto, Soekaradja, and Poerworedjo.

A steam tramway has been opened during the year, connecting Poerwodadi and Goendih (Central Java).

Several concessions have been asked and granted for tramways throughout the island, but none of them have up to the present been commenced.

Population.

			1882.	1883.	1884.
Europeans*	{	A	35,585	36,764	37,608
		B	8,222	8,664	9,157
Natives	{	A	19,994,999	20,867,944	20,665,510
		B	6,384,830	6,295,544	6,199,946
Chinese	{	A	211,207	211,776	214,470
		B	140,571	139,152	149,553
Arabs	{	A	10,817	10,987	11,229
		B	5,108	5,087	4,965
Other foreign Orientals	{	A	2,603	2,632	2,765
		B	20,760	20,676	21,659
Total			26,764,152	27,099,205	27,316,867

* A. Java and Madura.

B. Other possessions in Netherlands-India.

The above is exclusive of the army and navy, the former of which consisted of 14,982 Europeans and 15,254 natives, and the latter of 2,762 Europeans and 1,021 natives on the 31st December, 1884.

The number of British subjects resident in Batavia, Samarang, and Sourabaya, the three principal ports of Java, at the end of 1885 were respectively 68, 21, and 56.

Steam communication.

The British India Steam Navigation Company Limited commenced in October last a monthly service between Calcutta and Adelaide and back via Singapore, this port, Brisbane, Sydney, and Melbourne, and the steamers of the Eastern and Australian Steamship Company, which run between China and Australian ports, have again commenced, touching here at irregular intervals. As regards communication with Europe and Netherlands-India no alteration has taken place. The competition between the various lines of steamers, both Dutch and English, running between this island and European ports, is becoming very keen, and the supply of steam tonnage, except at the height of the shipping season, has been in excess of requirements. The contract with the Netherlands-India Company for the conveyance of Government goods and passengers will expire at the close of 1890, and next year tenders will be invited by Government for a new contract.

Batavia

harbour works.

The buildings in connection with the harbour are being steadily carried on. The Custom-house, railway station, telegraph office, harbour-master's office, &c., mentioned in my last report as being in course of erection, have now been completed. The service of trains between Tandjong-Priok, where the harbour is situated, and Batavia, a distance of about six miles, has lately been greatly improved, there being now 16 trains each way daily, with the exception of Sundays, on which day there are only five trains each way. There is an assistant harbour-master in attendance at Tandjong-Priok every day, so that ships can now be cleared in and out there, a change of considerable importance to shipmasters.

The harbour is now greatly used both by steamers and sailing vessels, especially during the west monsoon, when it is always difficult to load or discharge cargo in the roads.

The coals belonging to the various steamship companies are now all stored at the harbour, alongside the coal quay, and this naturally necessitates vessels laden with coals entering and discharging there.

During the past year attention has been chiefly devoted to the Government stores, which have during the latter months been pushed on very quickly. They extend on one side of the harbour for a distance of 495 yards.

Railway sidings have now been laid down connecting these warehouses with the main line, which will greatly facilitate traffic.

The western quay has been almost entirely paved with granite.

The charges for using the 25 ton steam-crane, for loading or discharging goods, are 27 fl. (2l. 5s.) for the first ton, and 2 fl. (3s. 4d.) for each subsequent ton.

During the months of June and July the crews of several ships lying in the harbour suffered severely from malaria fever, in some instances almost the entire crew being in hospital, and several deaths occurring. During the latter months of the year, however, since the rains commenced, the complaints of shipmasters regarding the health of their crews have been very few.

The numbers of subscribers to the telephone companies here have Telephone been greatly increased lately. On the 1st July last there were companies. 217, 177, and 118 subscribers at Batavia, Sourabaya, and Samarang respectively.

Native labour is in request here for the tobacco estates of Sumatra, Native labour and a large number of natives have been engaged to work there under two year contracts, whilst a trial lot of about 100 have been drafted during the past year to work on sugar estates in Queensland.

The public health during the past year has been highly satisfactory. Public health. only occasional cases of cholera and small-pox having been reported, whilst the number of sufferers from fever has not been so large as usual.

The receipts for stamps, post cards, envelopes sold, post office orders, Post office passengers' fares per mail cart, &c., amounted during the year 1884 to receipts. 815,261 fl. 50 c., showing an increase on the receipts of the preceding year of 14,544 fl. 70 c.

On the night of the 18th of April an eruption of the volcano Eruption of Smeroe, situated in the eastern part of the island, occurred, and the volcano immense volumes of lava poured forth from it, which almost entirely Smeroe. devastated the neighbouring coffee estate of Kalibening. The manager, some overseers, and natives belonging to the estate lost their lives during the eruption.

The dredging and deepening of the Madura Straits at the mouth of Solo River. the Solo River are being carried on steadily.

A strong movement has of late been made by the commercial and Import and planting communities to have the export duties on sugar, coffee, and export duties. tea abolished, and it is expected that they will be, or at least reduced, during the coming season, increased duties being levied on some articles of import to compensate for the loss of revenue.

During the past year a new trade mark law has been passed by the Government, in virtue of which all trade marks must be registered at Re-registra- Batavia instead of, as formerly, at the three principal towns in Java. tion of trade marks.

Re-registration of all previously registered trade marks is also required.

In order to assist planters who have lately had to contend against Hypotheca- low prices for almost all kinds of produce, the Governor-General, at tion of stand- the close of 1884, made certain provisional regulations, sanctioning the ing crops. hypothecation of standing crops. These regulations were only valid

for twelve months, but in January of this year (1886) they have been rendered permanent by the granting of the Royal sanction.

RETURN of Principal Articles of Export from Java during the Year 1885.

Articles.		Quantity.	*Value.
			£
Sugar	Tons ..	418,664	6,239,439
Coffee	" ..	18,159	763,607
Rice	" ..	27,989	210,292
Arrack	Gallons ..	1,605,862	60,852
Rattans	Lbs. ..	3,268,351	19,741
Hides	" ..	5,856,991	181,782
Tobacco	" ..	23,871,205	984,687
Indigo	" ..	2,230,707	292,780
Gum damar	" ..	2,457,027	68,551
Kapok	" ..	2,576,613	41,142
Tea	" ..	5,384,167	141,384
Tin	" ..	9,765,711	322,871
Chincona bark	" ..	986,291	35,111
Nutmegs	" ..	285,265	12,807
Indiarubber	" ..	7,685	418
Mace	" ..	22,809	1,104
Gutta percha	" ..	18,238	749
Cloves	" ..	92,318	1,896
Total .. .. .	..	..	9,330,154

RETURN of Principal Articles of Import to Java during the Year 1885.

Articles.		Quantity.	*Value.
			£
Cotton and woollen goods—			
Bleached cottons	Pieces ..	5,171,284	2,421,658
Unbleached cottons	" ..	790,773	
Yarns	Lbs. ..	2,027,296	
Sundries	Pieces ..	864,535	84,273
Earthenware .. .. .	" ..	..	39,018
Beer	Pints ..	1,872,890	21,928
Butter	Lbs. ..	528,150	29,236
Brandy	Gallons ..	70,223	280,262
Provisions .. .. .	" ..	..	99,375
Iron and steel, machinery, &c. .. .. .	" ..	..	268,515
Haberdashery and miscell. wares .. .. .	" ..	..	79,988
Gin	Gallons ..	299,961	215,185
Coals	Tons ..	129,111	92,083
Flour	" ..	4,933	7,094
Mineral waters	Pint bottles..	532,073	339,719
Petroleum	Gallons ..	17,588,361	165,832
Rice	Tons ..	29,612	26,279
Paint .. .. .	" ..	..	161,931
Wine	Gallons ..	322,962	30,722
Soap .. .. .	" ..	..	4,382,176
Total .. .. .	..	..	..

* These figures are merely approximate, and are based on the average values of the various articles during the year, no reliable statistics being published.

GOVERNMENT Java Coffee Sales during 1885.

Date of Sale.			Ptuh.	Description.	Averaging.	
					Fl.	c.
August 26th	..	..	12,000	Samarang ..	25	54
"	..	..	13,000	Kadbe ..	26	49
September 30th	..	..	6,000	Samarang ..	26	8
"	..	..	4,000	Kadbe ..	27	19
"	..	..	400	Sisir, W.T.P.	31	2½
"	..	..	14,600	Malang ..	26	18
November 25th	..	..	23,800	"	26	19
"	..	..	1,200	Sisir, W.T.P.	32	32
December 23rd	..	..	15,000	Malang ..	25	59
"	..	..	10,000	Preanger ..	37	77
Total	..	..	100,000	..	27	33

RETURN of all Shipping at the port of Batavia in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British ...	39	23,814	120	153,790	159	187,604
Dutch ...	170	80,230	482	433,057	652	513,287
French ...	3	6,730	26	20,456	29	27,206
Norwegian ...	16	11,306	...	...	16	11,306
German ...	8	5,186	1	134	9	5,320
Other countries	29	15,644	1	2,233	30	17,877
Total ...	265	147,930	630	614,669	895	762,599

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British ...	44	34,478	120	153,970	164	193,448
Dutch ...	159	75,875	480	432,551	639	508,426
French ...	2	1,833	26	20,456	28	22,289
Norwegian ...	13	9,051	...	...	13	9,051
German ...	6	5,339	1	134	7	5,473
Other countries	31	16,471	1	2,233	32	18,704
Total ...	255	143,047	628	614,343	883	757,890

RETURN of Shipping at the Port of Samarang in the Year 1885.

Nationality.	Entered.		Cleared.	
	Number of Ships.	Tonnage.	Number of Ships.	Tonnage.
British	132	117,690	133	119,120
Dutch	476	433,260	477	484,901
Norwegian.. ..	24	17,318	22	16,741
German	14	14,510	15	15,272
Italian	12	11,421	14	12,801
Other countries	14	8,752	17	12,161
Total	672	652,951	678	659,996

RETURN of Shipping at the Port of Sourabaya in the Year 1885.

Nationality.	Entered.		Cleared.	
	Number of Ships.	Tonnage.	Number of Ships.	Tonnage.
British	221	146,936	230	153,532
Dutch	591	394,059	580	389,655
Norwegian.. ..	30	23,941	23	22,949
Italian	19	17,684	22	20,206
German	20	17,545	22	18,351
Other countries	28	20,199	24	17,144
Total	909	620,364	906	621,837

Batavia, February 24, 1886.

SAN DOMINGO.

PUERTO PLATA.

Report by Vice-Consul Reimer on the Trade and Commerce of Puerto Plata for the Year 1885.

THE lethargy which pervaded the general commerce of the place Trade. during 1884 has been the characteristic also of the past year, although the annexed returns, with the exception of that of importations, which shows a decrease of 51,000*l.*, compare favourably with the preceding year.

The aggregate of produce exported is in excess of 1884, as shown in Exports and the return of exports; and although the value, in consequence of the low imports. invoice prices in general and in the case of sugar in particular, does not quite come up to the figures of the previous year, there is yet a surplus over the importations of 58,330*l.*

The sugar industry, it will be noticed, has developed itself still further during the past year, in spite of the prolonged drought which lasted for Sugar. eight months, and the consequences of which have been sorely felt by our rural population. The sugar crop for the present year is expected, with moderately fair weather, to be considerable, and I have reason to believe that the exportation of this staple will show a large increase over the quantity shipped in 1885.

I mentioned in my report for 1884 the abrogation of the export duties on produce and the augmentation of the import duties by 8 per Duties. cent. The working of this measure does not seem to have answered the purpose, for in a few months these decrees were repealed, and the old system again adopted.

The negotiations for a commercial treaty with the United States of Treaty with America, referred to in my last report, have apparently fallen through, United States. as the Dominican proposals do not seem to have been entertained by the United States Senate.

The insignificance of the British shipping trade with this port British continues to be a matter for regret, the return of British vessels entered shipping. and cleared last year showing hardly any improvement. One small steamer belonging to a Liverpool company entered four times with cargo from the United States, returning thither with produce: she was chartered in New York to run in opposition to the American line of steamers, but the undertaking proved a failure, and the trips have not been resumed.

The carrying trade with Europe is now almost exclusively in the hands of the Hamburg Steamship Company, if I except a line of Liverpool steamers under the Spanish flag, which bring a considerable part of the merchandise imported from the United Kingdom. These facts deserve the attention of British shipowners and shipping firms, and I venture to broach the subject again, in the hope that these statements may yet be seriously considered by those interested in the matter.

The Samana railroad has reached its first terminus at a place called Railroad. Almacen, about 40 miles inland from the starting point at Las Cañitas, on the north-west shore of the Bay of Samana. From all I can gather

the company is pushing the work forward with energy, large quantities of railway plant continuing to arrive from England.

Political.

The political state of the Republic is quiet and its foreign relations good.

Banking.

There seems to be at last a prospect of the establishment of a bank, the want of which has long been felt, and which is the only means of relieving the commercial community from the monetary embarrassment consequent on the circulation of certain foreign silver on which the Government has decreed a ruinous discount.

Sanitary.

The sanitary condition of this Vice-Consular district has not been quite so satisfactory of late; following an unprecedented drought, the rain season set in with unwonted vigour, causing a good deal of malarial fever and dysentery among all classes and ages, but our normal healthy state is now gradually asserting itself again.

Her Majesty's gunboat "Lily," 830 h.p. and 100 men, visited the port in October on a cruise.

Annex A.—RETURN of all Shipping Entered and Cleared at the Port of Puerto Plata in the Year 1885.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	33	830	4	918	37	1,748
Dominican	12	125	...	...	12	125
American	6	1,155	18	23,025	24	24,180
German	1	220	25	26,470	26	26,690
Spanish	2	289	34	24,984	36	25,273
Danish	12	846	...	...	12	846
French ... ..	...	...	4	4,125	4	4,125
Other countries	6	2,005	...	...	6	2,005
Total	72	5,470	85	79,520	157	84,990
„ for 1884	88	...	61	...	149	85,198

Annex B.—RETURN of Principal Articles of Export from Puerto Plata during the Year 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
Tobacco	Lbs. ...	10,498,524	120,750	10,513,940	133,900
Mahogany	Feet ...	441,000	15,000	522,903	16,700
Ox hides	Number ...	21,115	5,000	17,517	5,700
Sugar	Lbs. ...	4,065,347	28,000	2,061,773	24,029
Divi-divi and tanning bark	...	31,500	200	33,000	240
Satin wood and cedar	Feet ...	34,700	1,000	21,942	620
Lancewood spars	Number ...	10,547	2,000	7,937	1,284
Fustic, logwood, and lignum-vita	Tons ...	700	1,680	442	1,032
Bee'-wax	Lbs. ...	118,750	6,000	51,028	2,500
Coffee ... ..	...	84,800	1,700	18,390	300
Cocoa ... ..	...	263,700	5,500	236,662	3,800
Goswkins	Dosen ...	3,600	2,600	1,737	1,325
Honey	Gallons ...	7,800	350	12,284	620
Molasses ... ..	...	35,000	1,000	61,680	2,200
Other articles...	...	...	140	...	235
Total ... ..	...	...	188,900	...	194,326

Annex C.—TABLES showing the Total Value of all Articles Exported from and Imported to Puerto Plata from and to Foreign Countries during the Years 1885 and 1884.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
England	6,198	..	..	..
Germany	135,446	..	..	..
France	3,924	..	..	..
America	37,000	..	..	..
St. Thomas, Puerto Rico, and West India Islands	6,832	..	..	..
Total	188,900	191,326	130,600	181,784

Annex B.—RETURN of Principal Articles of Import to Puerto Plata during the Year 1885.

						£
In 1885 .. .. .	..	..	..	..	..	130,600
1884 .. .. .	..	..	..	..	..	181,784

Puerto Plata, February 15, 1886.

SAN DOMINGO.

Report by Vice-Consul Coen on the Trade and Commerce of San Domingo for the Year 1885.

THE imports and exports at this port show a decrease with the pre- Imports and ceding year. It is due to the general uneasiness which has prevailed exports all the year round on account of the political situation of the country, generally. which at a certain moment seemed inclined to return towards the former revolutionary habits.

The depression caused by the constant fall of the price of sugar is Sugar likewise to be accounted for the unsatisfactory result of last year's exported. trade.

The export of sugar at this port shows an increase of 1,100 tons, to which are to be added 5,000 tons, or thereabouts, shipped at Macoris and Azua—resulting, therefore, in 18,500 tons shipped from the south coast of the republic.

RETURN of all Shipping at the Port of Santo Domingo in the Shipping. Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	17	2,319	6	3,807	23	6,126
Other countries ...	82	10,966	85	88,784	167	99,740
Total	99	13,275	91	92,591	190	105,866
„ for the year preceding	...	...	...	...	218	94,726

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	17	2,319	6	3,807	23	6,126
Other countries ...	82	10,966	85	88,784	167	99,740
Total	99	13,275	91	92,591	190	105,866
„ for the year preceding	...	...	...	...	218	94,726

RETURN of the Principal Articles of Export from City Santo Domingo during the Year 1885.

Articles.			1885.		1884.	
			Quantity.	Value.	Quantity.	Value.
Logwood ..	Tons ..	588	..	£	986	..
Lignum vitæ ..	" ..	1,240	..	..	1,719	..
Fustic ..	" ..	122	..	..	115	..
Mahogany ..	Feet ..	405,000	..	..	134,120	..
Lancewood spars	Tons ..	50	..	..	45	..
Honey ..	Gallons ..	40,985	..	..	40,602	..
Molasses ..	" ..	249,334	..	..	666,744	..
Bees' wax ..	Lbs. ..	187,891	..	..	98,461	..
Turtle shell ..	" ..	1,069	..	..	454	..
Coffee ..	" ..	301,500	..	..	136,434	..
Tobacco ..	" ..	5,200	..	..	890	..
Gum guayacum	" ..	1,400	..	..	8,677	..
Cocoa ..	" ..	88,380	..	..	109,160	..
Hides ..	" ..	6,890	..	..	10,957	..
Cashineal ..	Lbs. ..	2,000	..	..	..	..
Sugar ..	Tons ..	13,440	..	..	12,863	..
Rum ..	Gallons ..	52,596	..	..	..	..
Total ..	..	..	..	208,130	..	221,725

RETURN of the Principal Articles of Import to City Santo Domingo during the Year 1885.

Articles.	Value.	
	1885.	1884.
Cotton, dry goods, hardware, glass ware, bread-stuffs, provisions, rice, &c.	£	£
	181,780	316,356

TABLE showing the Total Value of all Articles Exported from City Santo Domingo and Imported to City Santo Domingo from and to Foreign Countries during the Years 1885-84.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
Great Britain and other countries	124,354	..	99,860	99,953
United States of America	83,776	221,725	98,920	116,403
Total	208,130	221,725	181,780	216,356

Santo Domingo, March 20, 1886.

SPAIN.

BARCELONA.

Report by Consul Wooldridge on the Trade, Navigation, and Agriculture of the Consular District of Barcelona for the Year 1886

In commencing the compilation of this report, the most striking incident suggested to the mind is the widespread depression of industry and trade that has prevailed at Barcelona during the year 1886. In a financial point of view the year began with a feeling of insecurity and apprehension which was never lost; commercially and industrially it was heavy and sluggish, and in the face of a large and increasing stock great difficulty was experienced in obtaining purchasers. For a long period a great economical crisis existed, when the paralyssation was so great that business came to a standstill, and orders were constantly put off for better times, the consequence being that thousands of artisans and labourers were without employment, and business only done to satisfy local wants. Bad as this depression was during the first months of the year, it was aggravated by the outbreak of Asiatic cholera in Barcelona and its neighbourhood, and became still more so by the flight of most of the wealthy families and proprietors of industrial establishments from the place, the closing of many of the factories, and the dismissal of the hands. Through this desertion the retail dealers and shopkeepers were deprived of their usual custom, and had it not been for the inroad of several families from Murcia and Valencia—whilst the disease raged in those provinces, who, in some measure, took the place of their ordinary customers—they might have closed their shops without much loss to themselves. During the epidemic the great thoroughfares and places of business were completely deserted, and a depression prevailed of great intensity. When it left us, however, and no more deaths were reported, those who had fled returned, the streets resumed their usual appearance, and trade began to assume its normal state; nevertheless, a rapid recovery was impossible, and business dragged slowly along for the rest of the year, which closed with a verdict against it, most discouraging for the prospects of 1886. In money the year was devoid of incident, the speculations and disasters of 1882 and 1883 having brought about a timidity and backwardness which continued throughout the year. A certain amount of interest and excitement was aroused when the Exchange was influenced by the delicate relations between England and Russia, which caused a slight panic and a fall in prices for the time; but this lapsed again into indifference, and even the King's death but slightly affected stocks. Very little can also be said favourably as regards the condition of the province of Cataluña, whether of wine, cereals, or fruit. This part of the Consular district, comprising the districts of Gerona, Lerida, Barcelona, and Tarragona (about 8,400 square miles in extent), although not pre-eminently the wine-growing district of Spain, is the one which produces, if not the highest class of wine, those within the reach of the poor for abundance, goodness, and cheapness, and of the superior sorts those most approved by the affluent. The wines of Cataluña, more especially those in the Tarragona part of it, well known

Depression of trade and industry.

Outbreak of cholera.

Financial.

Agriculture.

under the name of "priorato," possess qualities of great value. They are of all qualities and of varied colours, from that of ruby to that of orange; they are heavy and light, sweet and tart, dry and fruity; and, when unmixed with spirit, are as agreeable and nourishing as can be desired.

Wines. From the beginning of the year to far into the spring, the severity of the weather was most injurious to all classes of productions; thousands of vine-plants were destroyed by the frosts, and in the hilly ranges the cold was most intense. The intermittent hail-storms and floods caused many rivers to overflow their banks, and did much damage to the crops: add to which the ravages of the mildew, vineitch, and *Phylloxera*, and it is a wonder there was any crop at all of grapes. It is stated that the yield of the vintage has been only a quarter of a good harvest, and the price of wine has nearly doubled. In some parts the same land which produced 360 arrobas of grapes in 1884 only yielded 24 in 1885. The price of superior "priorato" at the fall of the year was from 62 pesetas per charge of 121 litres, and for extra superior beyond that limit.

Destruction of vine plants. The harvest of cereals was most unsatisfactory, whole acres of produce having been laid under water and destroyed, and thousands of sheep died for want of fodder. Crops, however, were not quite destroyed, and the splendid harvest weather in July and August did much to recover them, and those that were saved were exceptionally fine in some parts, the threshing yard having produced 15 pecks from each sheaf of wheat and 25 from a sheaf of rye. It was seen, however, that an abundant harvest was out of the question, and that an extensive importation of cereals would become necessary from abroad. All the wheat grown during the year has been already consumed, and 36,000 tons approximately of wheat have been imported.

Cereals. It is said that new plantations of vines and fruit trees, if the land on which they are planted has hitherto been free from payment on account of its sterility, will enjoy an immunity from taxes for several years; also those lands reduced to cultivation and pasture under similar circumstances. There is a Catalan proverb which says, "Cuando Marzo mayase, Mayo marzase" (when March resembles May, May will resemble March); yet March was an extremely severe month, and May was not unlike March. The fruit harvest has been meagre, and will be much below the average, but the crops of algarrobas and olives suffered less than might have been expected.

NAVIGATION AND SHIPPING.

Wheat and rye. The following tables show the return of shipping of all nations which entered at and cleared from the port of Barcelona during the year 1885:—

Fruit harvest.

RETURN of all Shipping at the Port of Barcelona in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	21	8,933	275	239,479	296	248,412
Spanish	1,669	130,039	1,516	1,235,897	3,205	1,365,936
French	15	1,662	179	140,194	194	141,856
Italian	193	46,704	37	40,603	230	87,307
German	3	1,520	57	44,017	60	45,537
Norwegian and Swedish	15	6,679	69	35,711	84	42,390
Russian	21	10,969	2	3,347	23	14,316
Greek	26	7,400	10	7,576	36	14,976
Austrian	10	3,035	11	8,513	21	11,548
Danish	7	1,304	17	13,779	24	15,083
Portuguese	13	1,450	...	...	13	1,450
United States	1	800	...	...	1	800
Holland ... ..	...	...	1	866	1	866
Belgian	1	349	...	...	1	349
Mexican	1	357	...	...	1	357
Total, 1885	2,016	221,261	2,174	1,769,982	4,190	1,991,243
„ 1884	2,130	301,578	1,496	1,542,665	3,616	1,844,243

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	21	8,933	270	224,249	291	233,182
Spanish	1,761	136,434	1,519	1,239,772	3,280	1,376,206
French	15	1,662	180	149,776	195	151,438
Italian	192	46,333	38	38,194	230	84,527
German	3	1,520	57	38,600	60	40,120
Norwegian and Swedish	18	7,766	69	35,711	87	43,477
Danish	8	1,337	17	13,779	25	15,116
Russian	22	12,503	...	...	22	12,503
Greek	20	6,378	11	7,282	31	13,660
Austrian	10	3,035	11	8,956	21	11,991
Portuguese	14	1,586	...	...	14	1,586
United States	1	800	...	...	1	800
Holland ... ..	...	...	1	866	1	866
Belgian	1	349	...	...	1	349
Total, 1885	2,066	228,236	2,173	1,757,185	4,259	1,985,421
„ 1884	2,168	352,120	1,498	1,494,241	3,666	1,846,361

The above returns show a large increase in the arrival of vessels in Navigation. 1885 over that in 1884, but this is to be attributed to the activity of the Spanish coasting and colonial trade, and not to the increase in foreign or British vessels, with the exception of Italy. As regards the arrival of British vessels, a decrease of 26 or 11,893 tons is shown in 1885 as compared with 1884. England, however, still holds the first place with the exception of Spain in the navigation.

A new line of monthly steamers has been established to run between Barcelona, Puerto Rico, and the United States of America.

The next tables show the returns of imports and exports at Barcelona during the years 1885 and 1884:—

RETURN of Principal Articles of Import to Barcelona during the
Year 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
Algarrobas	Tons ..	14,657	£ 61,520	Unknown	£ ..
Animals	Cattle ..	6,864	381,840	5,155	310,842
"	Pigs ..	19,355	77,420	Unknown	..
"	Sheep ..	108,551	100,000	"	..
Aniseed	Sacks ..	2,427	3,397	..	..
Boots, shoes, &c. ..	Bales ..	8,581	4,700	..	..
Bricks	Barrels ..	116,788	..	..	..
	Cases ..		..	..	..
Cement and lime ..	Barrels ..	60,810	123,206	..	..
Chemicals, drugs, &c. {	" ..	52,666	..	20,825	..
	Bales ..		..	..	..
Coal, coke, &c. ..	Tons ..	333,205	349,865	366,343	367,170
Copperas	Barrels ..	6,627	13,254	Unknown	..
Cotton (raw)	Bales ..	113,550	1,127,710	224,015	2,428,565
Cotton goods	" ..	14,160	104,308	2,507	25,070
Crystal, &c. ..	Crates ..	11,278	..	956	7,558
	Cases ..		..	..	..
Dried fruit	Cwts. ..	19,349	23,000	Unknown	..
Flour, meal, &c. ..	Barrels ..	89,169	21,200	"	..
	Sacks ..		..	..	..
Furniture, &c. ..	Cases ..	1,633	..	1,444	78,566
Grain and seed, &c.—					
Wheat	Tons ..	36,000	418,000	Unknown	..
Barley	" ..	43,000	180,000	81,100	395,040
Beans, malze, and garbanzos	" ..	47,300	265,000	Unknown	..
Linseed and others ..	Sacks ..	11,991	23,982	"	..
Guanó	Tons ..	16,721	16,060	"	..
Groceries—					
Candles	Boxes ..	2,660	25,721	"	..
Cheese	Barrels ..	1,850	14,621	"	..
Cocoa	Bags ..	9,860	87,111	"	..
Coffee	" ..	21,333	75,520	"	..
Sugar	Barrels ..	23,378	883,560	2,542	54,841
"	Bags ..	172,000		tons	
Tallow, lard, &c. ..	Barrels ..	7,277	48,662	Unknown	..
Salt	Tons ..	9,950	15,000	"	..
Tea	Boxes ..	900	6,800	..	..
Soap	" ..	9,800	5,900	..	..
Spices	Bales ..	1,780	5,340	..	..
Starch	Casks ..	5,055	32,200	..	..
Hardware	Packages ..	3,775	..	3,830	..
Hemp	Bales ..	22,012	60,700	3,880	10,666
Hides, skins, &c. ..	" ..	10,355	27,622	61,500	133,661
				cwts.	
Indigo	Sacks ..	1,177	3,531	Unknown	..
Jute	Bales ..	23,833	47,270	"	..
Metals—					
Mineral ore	Tons ..	14,304	..	..	..
Iron (raw)	" ..	33,500	233,190	..	..
"	Packages ..	99,800		..	..
" plates, tubes, &c. ..	Pieces ..	26,450	161,900	..	..
" (pig)	" ..	60,821	146,500	17,584	42,638
" hoops	Bundles ..	7,550	45,500	Unknown	..
Lead	Tons ..	2,560	30,720	"	..
" (pig)	Pieces ..	7,900	94,800	"	..
Copper	Tons ..	4,649	190,600	"	..

RETURN of Principal Articles of Import to Barcelona during the
Year 1885—continued.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
Metals—continued.			£		£
Machinery.. .. {	Pieces .. {	15,300	..	21,479	..
	Packages			tons	
Machines (sewing) ..	..	1,870	5,610	..	..
Steel (bars) .. ..	..	3,700	55,900	Unknown	..
„ springs, wheels, &c. .. ..	..	7,330			
Railway materials ..	Packages	17,900	..	..	..
Solder	Tons ..	150	15,000	..	..
Wire	Rolls .. {	24,690	142,730	..	Unknown
	Packages				
Tin	Boxes ..	6,300	4,725		
Marble, stone	Tons ..	3,700	17,338	4,416	8,936
Oil, mineral	Barrels .. {	39,770	60,000	6,680	98,880
	Boxes .. {			tons	
„ vegetable	Barrels .. {	25,760	103,040	Unknown	Unknown
	Boxes .. {				
„ fish.. ..	Cases ..	1,850	1,300		
Linen goods, thread, &c.	Bales ..	3,120	31,200	1,555	15,550
Paper, cardboard, &c. ...	..	13,986	..	4,680	23,400
Pitch	Tons ..	11,754	4,131	Unknown	Unknown
Poultry	Crates ..	3,720	8,600		
Pepper, rice, &c. ..	Bags ..	31,000	100,000	4,180	..
Saltfish	Tons ..	4,726	132,000	182,100	417,301
„	Barrels .. {	145,860	398,300	..	..
	Bales .. {				
Sardines.. ..	Barrels ..	100,000	140,000	..	..
Silk	Packages	100	298,111	133	324,520
Spirits, drinks, &c. {	Barrels .. {	862,960	778,720	1,987,561	378,111
	Boxes .. {			gallons	
Beer	Casks ..	1,286	4,458	..	..
Wine	Barrels ..	33,700	60,660	..	..
„	Boxes ..	2,700	5,400	..	..
Liqueurs .. ..	..	..	2,000	..	..
Specie .. ..	..	..	80,000	..	..
Staves .. ..	..	1,500,000	92,000	..	..
Sulphur.. ..	Tons ..	5,511	71,426	..	..
„	Bags ..	4,044		..	..
Tar	Barrels ..	2,400	..	..	..
Tobacco.. ..	Boxes ..	23,200	50,000	..	..
Vegetables (fresh) {	Bales .. {	19,977	6,400	..	..
	Baskets .. {				
Wax	Barrels ..	2,950	44,250	..	..
Woods (tinted).. ..	..	..	125,927	..	..
Timber (standards) ..	..	10,429	117,479	6,681	94,635
„ (deals) .. ..	..	31,880	7,900	tons	..
Wool (raw)	Bales ..	1,100	85,000	1,750	112,384
Woollens .. ..	..	1,448	14,400	990	9,990
Zinc	Boxes ..	1,700	4,800	..	..
Other articles .. ..	..	..	292,730	..	229,630

Total approximately 10,000,000l.

At the beginning of the year 1885 the cotton market was remarkably dull, stocks being very large, but as time proceeded they were drawn upon for consumption, and prices were well sustained. The news of the threatened outbreak of hostilities between England and Russia had an effect on it, and by the end of April 154,685 bales were sold, the number in the corresponding period of 1884 having been 114,650 bales, but the effects caused by the rumours of cholera spreading over Spain began to be felt, and the industry from the month of June was paralysed for the rest of the year.

There is no doubt there has been a great increase in the importation of vegetable spirit during the year 1885, especially that from Sweden and Norway, which has done some injury to the hitherto active German spirit trade. The bulk of spirit was brought from Germany, Sweden, and Belgium, and prices seem to have been well sustained during the year, having been for Swedish, at 85 degrees, 66 dol. the pipe of 516 litres, and for German and Belgian 68 dol. Business was very languid during the latter part of the year.

The importation of metals, raw and manufactured, from England in 1885 was not insignificant, but was less in volume than that imported in 1884, but important quantities were brought from Germany, France, and Belgium.

The importation of calicoes has been only sufficient for home consumption; the total value of cargoes brought in British bottoms from the United Kingdom and foreign countries to Barcelona during the year was 987,058*l.*, much under that in 1884.

The prices of daily provisions have not materially increased, except during the time of the epidemic, in spite of the agricultural depression, when pork was forbidden to be sold, as well as other injurious eatables.

The importation of live stock has presented a salient feature in the imports of the year from Barbary and Algiers; and large quantities of barley, maize, garbanzos, pulse, and beans were brought from Morocco and the Levant.

The importation of salt fish, another very important article of general consumption in this district, was on an equal scale with the importation of 1884. At the beginning of the year prices were feeble, but gradually became good and firm from Norway and Sweden at 36 pesetas the cwt., the superior called *Llibra* at 43 pesetas, and the French at 33 pesetas. The stock of salt fish, *bacalão*, conger, sardines in barrel, &c., is seldom large, the demand being universal. The markets, however, at the end of autumn, owing to the calamitous prevalence of cholera, became slightly overlaid.

Drugs and chemical productions arrived in the usual large quantities, but it is impossible to obtain details of the value of these articles, which particular ones have increased or decreased, or their prices. The trade in these articles is with England, France, Germany, and Belgium. There was an increase, however, on the importation of chloride of lime and other disinfectants, which were largely used during the epidemic.

The importation of hides and skins has decreased in comparison with 1884. They were imported from South America and the Philippines, and various purchases were made in the Bordeaux market: average price from Buenos Ayres was 41 Catalan pounds (3 pesetas each) the cwt. The demand was limited throughout the year.

As regards sugar, coffee, cocoa, and other products of the Spanish colonies, the importation was apparently greater than in 1884, having arrived mostly, if not all, in Spanish bottoms, but business in colonials was generally dull, though some good sales at one time were made in sugar on account of the failure of the beetroot crops. The trade in olive

oil, mostly of the country, and from the Balearic Isles, was dull during the year, and the oil is declared of inferior quality. In algarrobas business was not bad, as arrivals and sales were large and profitable throughout the year.

Dried fruit.

In dried fruits (raisins and almonds) a good business was done, prices being maintained at, for foreign, 16 to 18 pesetas per cwt.

Corn, seeds, rice, &c.

In corn, seeds, and rice the demand was active, especially at the latter part of the year, but the volume imported did not exceed that in 1884, though I am not able to show it.

Timber.

Timber.—Large quantities of this article, as well as of campeachy and other tinted woods, were imported, as a great deal of building is being proceeded with at Barcelona. The cargoes of timber were brought from Russia, Norway, and Sweden, and the tinted woods from the Spanish colonies. Large quantities of staves were also imported.

Paper.

Paper, cardboard, and pulp for making cardboard, seem to have been imported in larger quantities than in 1884.

Wine.

Wine.—Large quantities of wines are prepared in Cataluña for despatch to Cuba, Philippine Islands, and South America every year, the average prices having been to Cuba 33 dol., and to South America 36 dol. the Catalan pipe; but, at the fall of the year, the prices for superior wines reached a height never before known. The superior black wines for exportation were much in demand, but for inferior sorts there was scarcely any. Superior wines, however, were getting scarce, and proprietors were in no hurry to sell, knowing the meagreness of the harvest. Bitter complaints were heard at the ravages of the mildew and Phylloxera on the vine crops in some of the most important districts, and unhappily science does not appear to have discovered yet a remedy against these pernicious evils. Intelligent persons occupy themselves in the study of this question, but no desirable result is obtained by proprietors, who essay specifics; and the inevitable destruction of the vines seems to be certain, unless some unexpected discovery is made, taking into consideration the labour and cost which the application of insecticides would exact in such extensive vineyards as those of Cataluña, and the evil is considered little less than incurable by the majority of vine growers.

Wax.

Wax.—Some parcels were received from St. Domingo and the Habana, and sold at 27 dol. the cwt., but subsequently large quantities were sold at very low prices.

Spanish shipping.

An increased activity is observed in the employment of Spanish vessels over that of 1884, bringing cargoes of coal, coke, and mineral ore from England and Bilbao, and colonials from Cuba and Puerto Rico; and, in fact, the colonial and coasting trades appear to have increased during the year. The importation of grain and seed decreased as compared with 1884, but it may be as well to repeat that, owing to the deficient harvest, a pressing necessity is felt for the importation of corn.

Exports.

The exports to Great Britain were as usual insignificant, though slightly over those of 1884, and the majority of British steamers cleared hence, in ballast, for Valencia, Alicante, and other ports on the coast in search of cargoes; some taking wine hence to South America and France, the value being 154,105*l.* in 1885, against 48,424*l.* in 1884. The regular lines of foreign steamers plying between this port and ports in North Germany, Denmark, and Norway have maintained their voyages, but it is difficult to see how they are able to find return cargoes, seeing the difficulty which British vessels have to contend with in that respect.

The exportation to France in 1885 across the frontier shows an **Exportation** increase over the year 1884, the goods being chiefly wine, fruit, and to France by vegetables, which amounted in weight to 160,625 tons against 152,510 land. tons in 1884; and that of the importations by the same route, consisting in acids, drugs, coal, comestibles, textiles, machinery, and empty casks, amounted to 120,029 tons, against 123,802 tons in 1884. The **Importations** extraction of wine to France by rail continued on the usually extensive from France scale, the prices having been high. Many cargoes of French goods, by land. such as furniture, crystal, and glass, fancy articles for ornament and use, salt fish, hemp, and machinery have been imported during the year, as well as considerable quantities of poultry.

Passenger railway profits on the Barcelona, Tarragona, and **Railways.** French line have decreased, the receipts in 1885 being 13,744,970 pesetas, against 14,133,335 pesetas in 1884. This decrease may be attributed to the general depression in all industries, for when they become paralysed there can be no sale or circulation, and consequently railway traffic suffers. The shares on this line are reported to have increased from 91 pesetas 85 c. to 94 pesetas. During the year 1885, 180,100 tons of wine were sent over the frontier to France. The small line from Barcelona to San Juan de las Abadesas has extended its lines during the year, and as an enterprise is successful. It is expected that the line will soon be completed, and coal from the mines brought to Barcelona for industrial purposes, which will thus cause a **Competition with British coal.** competition with the British coal trade. The receipts on this line increase yearly.

SANITARY.

The sanitary state of the town and suburbs of Barcelona in 1885 **Health of town of Barcelona.** has not been satisfactory. During the months of July, August, and September, the hot months, there occurred in 1885 3,448 deaths of all diseases, whilst in 1884, in the corresponding period, there were only 2,060, and in 1883 1,874 deaths. There was an outbreak of cholera in both 1884 and 1885, and the mortality in the latter year from that disease was 1,318. Small-pox and diphtheria also prevailed to an alarming extent, and many children were carried off by these diseases.

CATTLE PLAGUE.

Although an unusually large amount of cattle and other live stock was **Cattle plague.** imported at this port during the year, there has been no single case of cattle plague or other notable disease among arrivals in this Consular district.

PUBLIC WORKS.

The only public works which have progressed during the year 1885 **Public works.** were those of dredging the port, making preparations for extending a line of railway along the whole length of the western quays and wharves, the completion of certain transversal moles, and the fixing of hydraulic cranes. The establishment of the electric light has been made with success on the Rambla and other public thoroughfares of the town, the cost of lighting being 220 pesetas per night, against 61 pesetas for the Lebon gas hitherto used and still in use.

BANKS.

An agency of the Union Bank of Spain and England Limited has **English bank.** been established at Barcelona, with the object of facilitating commercial

operations between Spain and Foreign countries, and to assist in opening out the exportation of the productions of Spain, and of facilitating all kinds of banking and commercial operations.

EXHIBITIONS.

Exhibitions.

An international exhibition is to be held at Barcelona in May of 1887 for the encouragement of industry, agriculture, and the fine arts. At Saragossa the exhibition of this year had 1,000 Spanish and 300 foreign exhibitors.

ALICANTE.

Trade.

From Alicante the Vice-Consul reports that trade was greatly affected by the cholera epidemic, and during the months of August and September especially, all business was completely paralysed.

Codfish.

There was a considerable decrease in the importation of dried codfish, of which about seven-eighths of the total quantity is British cure, and the remainder Norwegian. This may to a great extent be attributed to the immense injury done to the important trade with Newfoundland by French cured fish, also caught in Newfoundland by French fishers, shipped to France in yearly increasing quantities, whence it is re-exported to Spain, and entering the country at favoured nation cheaper duties, still further aided by enormous bounty paid by the French Government, competes so successfully against British staples that many important inland markets have become quite closed to the British produce.

Spirits.

An increase is noticeable in the importation of German manufactured spirits for strengthening wines.

Wine.

The exportation of wine from Alicante, almost exclusively to France, shows an enormous increase in 1885 over 1884 of about 50 per cent., and the value has also been higher, and the quantity of lead shipped to England and France in 1885 was about double that shipped in 1884.

Lead.

RETURN of all Shipping at the Port of Alicante in the Year 1885.

Nationality.					Vessels.	Tonnage.
British	..	..	..	..	120	64,427
Spanish	..	..	..	..	164	65,732
" (coasting)	..	..	..	..	1,030	344,552
French	..	..	..	..	98	54,484
Swedish and Norwegian	..	..	..	..	64	33,958
Italian	..	..	..	..	28	6,346
German	..	..	..	..	14	8,086
Other countries	..	..	..	..	23	13,102
Total					1,541	590,687
" in 1884					1,653	654,708

RETURN of Principal Articles of Export from Alicante during the Year 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine	Sheet ..	954,000	1,300,000	620,000	750,000
Lead	Tons ..	22,600	290,000	9,800	120,000
Esparto goods ..	" ..	1,200	18,000	1,100	16,000
Old railway iron ..	" ..	8,800	9,000	3,000	3,000
Liquorice root ..	" ..	900	11,000	1,000	11,500
Almonds	" ..	560	40,000	400	30,000

RETURN of Principal Articles of Import to Alicante during the Year 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
		Tons.	£	Tons.	£
Coals	Tons ..	21,000	9,500	24,000	10,500
Railway material ..	" ..	26,500	140,000	35,800	180,000
Tobacco	" ..	2,800	190,000	3,400	238,000
Dried codfish ..	" ..	4,600	80,000	6,700	120,000
Jute	" ..	800	12,000	870	13,000
Esparto grass ..	" ..	1,200	6,000	1,700	9,000
Sugar	" ..	1,000	30,000	1,600	46,000
Petroleum	Boxes..	280,000	145,000	262,000	140,000
Timber	Barrels	17,000		15,000	
Staves	Cubic metres..	14,500	32,500	9,400	21,000
Spirit for strengthening wines	Pieces ..	835,000	33,000	900,000	36,000
	Hectolitres ..	17,000	45,000	11,000	28,000

DENIA.

The imports at Denia during the year 1885 consisted of wheat, Imports. guano, timber, coal, and sulphur from Spanish and foreign ports, of a total value, approximately, of 60,000*l*.

The exports were chiefly of raisins, grapes, and oranges. The raisins Exports. are shipped to England, Canada, and the United States of America. Grapes and The grapes and oranges, gathered in limited quantities, are shipped oranges. principally to England. The crop of raisins in 1885 was below the Raisins. average, it having reached only 410,000 quintals, or about 20,500 tons, of which

6,000 tons were shipped to England in British bottoms, value about	£
7,000 tons to England in Spanish vessels, and value	156,800
13,000	177,400
7,500 tons to United States in British vessels, value	334,200
20,500 tons, value f.o.b.	188,400
	522,600

During the year 1885, owing probably to the excessive humidity, the Health of vine trees in general were not so vigorous and healthy as heretofore; vineyards.

and it is perceived that the crop, especially in the old district nearest the town, does not augment, and the disease in the vines seems on the increase than otherwise.

Public works. At present some grappling dredges are employed in deepening the port, but the machinery is not suitable, and the work is going on slowly and imperfectly; and under such a system the object will never be attained.

RETURN of all Shipping at the Port of Denia in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	62	43,457	62	43,457
Spanish	24	1,596	...	...	24	1,596
Norwegian	7	3,482	4	1,398	11	4,880
German ... ..	...	...	2	1,086	2	1,086
French... ..	5	635	...	...	5	635
Italian	2	404	...	...	2	404
Total	38	6,017	68	45,941	106	51,953

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	62	43,457	62	43,457
Spanish	5	344	31	20,000	36	20,344
Norwegian	5	1,722	6	2,758	11	4,480
German ... ..	...	...	2	1,086	2	1,086
French... ..	7	658	...	...	7	658
Italian	2	404	...	...	2	404
Total	19	3,128	101	67,301	120	70,429

TORREVIEJA.

Navigation. At this small port during the year 1895 but four British vessels entered and cleared of a total tonnage of 1,031. These entered in ballast and departed with cargoes of salt for other ports of Spain, value approximately 600*l*. Of foreign vessels there were 43 of a total tonnage of 17,841 tons. All arrived in ballast and cleared with partial cargoes of salt of a total value of 9,834*l*.

Salt.

JABÉA.

Navigation. At this port but 23 foreign vessels entered, and 138 Spanish coasting vessels of a total tonnage of 19,388 tons. The cargoes brought consisted of wheat, flour, cement, and algarrobas, of a total weight of 3,334 tons, from France and Algiers; and the cargoes taken of raisins, oranges, and nuts of only 1,415 tons weight to England, France, and the United States.

Imports.

Exports.

Crop of raisins and fruit.

Owing to the meagre crop of raisins and the sanitary circumstances of the port at the beginning of the season, which prevented arrivals from Denia, the exportation of this fruit has been much less than anticipated. For want of purchasers the oranges, for the most part, remain unplucked, which also accounts for the reduced exportation.

ALTEA.

At this small port but two British steam vessels entered during the Navigation. year 1885, total tonnage 1,511 tons, for other ports on the coast, which departed with 16,285 boxes of raisins for London.

The exports in small foreign vessels consisted of wine and oranges to France and raisins to England, total value 12,900*l*. The imports consisted in deals from Sweden, wheat from Algiers, guano from Peru, Imports. salt and a little coal and flour from Spanish ports, total value 10,520*l*.

VILLANUEVA.

But 24 British and foreign vessels entered this insignificant port Navigation. during the year 1885, of which three were British, with a total tonnage of 1,785 tons, bringing cargoes of coal from the United Kingdom valuing 1,610*l*.: these departed in ballast. Of foreign vessels the total tonnage amounted to 3,428 tons, the cargoes consisting of coal and charcoal from England and staves from Italy; total value of cargoes 13,340*l*. All of these vessels departed in ballast with the exception of one French vessel of 70 tons with wine to France. Commercial transactions at Villanueva were not so good as anticipated. The cholera epidemic put a complete stop to business for a long time; most of the factories were put at half-time, and others stopped altogether, causing much distress among the poor. The wine trade, however, improved, and Wine trade. still holds its price, being now four times in value what it was in 1879. The agricultural part of the district has also improved on account of the French demand for wine.

PALAMOS.

The trade at this small port has been principally that of the coast Trade and and the Spanish colonies, with 87 Spanish steamers of 51,064 tons, and navigation. 111 small sailing vessels of 4,183 total tonnage, all mostly with cargoes in transit from Valencia to France; the value of the cargo imported Values of being about 4,000*l*, and that exported about 40,000*l*. cargoes.

The foreign trade was carried on with 92 steamers of 51,662 tons, Foreign trade. also mostly in transit, and 20 sailing vessels of 2,377 tons. The value of the cargoes imported was about 16,000*l*., and that of the exported Values of cargoes about 80,000*l*.

TARRAGONA.

From Alicante the Vice-Consul reports as follows:—

The wine crop was rather smaller than the average; quality was Crops. exceptionally good, especially in the higher-lying districts, but in the lower lands the vines suffered much from mildew, which it would appear Wine is not sufficiently guarded against by growers, and has made itself felt here during the last two seasons only. Prices paid for wines, particularly the higher grades, were higher than ever before known. A Imports of special feature of the wine trade was the importation from France of wine. some 4,000 casks, value some 35,000*l*. This consists in part of artificially-coloured Spanish wines returned to avoid confiscation by the Customs; and some declare these wines are Italian, shipped to this country in bond from the Midi, and subsequently entered as Spanish wines to avail of some lower duty. In many instances the casks were not discharged from the vessels bringing them.

The crop of hazelnuts was a fair one as regards extent, quality Hazelnuts. being rather better than the average. Prices have ruled low, demand

being less rather than more from year to year. Home consumption has been interfered with by imports along the coast from Turkey.

Almonds.

The almond crop was not a large one, and quality was low, but high prices ruled.

Spirits.

In imports a new feature was the arrival of large parcels of spirits from Sweden, competing with those of German manufacture. Generally the importation of spirits has been exceptionally large.

Breadstuffs.

Breadstuffs were imported in smaller quantities owing to the improved home crops.

Shipping.

The shipping trade was much hampered by the unreasonable quarantine regulations. Goods were received and forwarded to a very unusual extent by railway to the detriment of shipping. This was the case principally during the prevalence of cholera last summer. From this cause business was very much interfered with, all those who could being absent.

Cholera.

Railways.

The railways have a large share of the carrying trade even in normal times, more particularly with France. Of imports and exports by railway it is not possible to obtain reliable returns; those sent referring only to movement by sea, as shown in the Customs returns.

RETURN of all Shipping at the Port of Tarragona in the Year 1885.

EXPORT.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
British	5	1,450	60	48,676	65	47,126
Spanish	120	11,293	325	168,698	445	179,991
French	52	4,397	71	43,101	123	47,498
Swedish and Norwegian	7	2,174	76	39,789	83	41,963
Italian	55	17,462	...	...	55	17,462
German	3	919	27	16,139	30	17,058
Danish ... ..	...	...	14	11,999	14	11,999
Austrian	5	1,993	5	4,296	10	6,289
Greek	8	2,599	3	2,098	11	4,697
Russian	6	2,662	1	367	7	3,029
American	2	1,423	...	...	2	1,423
Portuguese	6	702	...	...	6	702
Total	269	47,074	582	333,163	851	379,237
„ for the year preceding	...	...	...	...	829	366,129

CLEAR.

Nationality.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
British	6	1,658	58	44,139	64	45,795
Spanish	123	11,086	325	169,551	448	180,637
French	49	4,080	71	43,101	120	47,181
Swedish and Norwegian	8	2,828	76	39,789	84	42,617
German	3	919	27	16,139	30	17,058
Italian	54	16,263	...	...	54	16,263
Danish ... ..	...	...	14	11,999	14	11,999
Austrian	4	1,551	5	4,296	9	5,847
Greek	8	2,599	3	2,098	11	4,697
Russian	6	2,662	1	367	7	3,029
American	2	1,423	...	...	2	1,423
Portuguese	6	702	...	...	6	702
Total	269	45,771	580	331,479	849	377,250
„ for the year preceding	...	...	...	...	838	370,574

RETURN of the Principal Articles of Export from Tarragona during
the Year 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine	Pipes ..	122,240	1,023,847	111,760	735,984
Spirits of wine	" ..	5,400	118,180	4,810	87,634
Filberts	Bags ..	62,380	77,795	70,593	82,017
Almonds	" ..	26,268	52,548	24,700	30,520
Olive oil	Pipes ..	590	8,318	781	8,765
Paper	Bales ..	7,225	4,904	6,830	3,842
Liquorice root	Tons ..	228	2,620	267	2,930
Other articles .. ..	" ..	..	1,821	..	626
Totals.. ..	" ..	..	1,289,538	..	952,318

RETURN of the Principal Articles of Import to Tarragona during
the Year 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Spirits	Casks ..	22,500	329,861	12,650	214,795
Wheat, barley, and maize	Tons ..	26,900	297,098	29,305	322,640
Salt fish	" ..	3,420	105,098	4,170	150,120
Empty casks	" ..	59,405	59,405	46,520	46,520
Staves	Mil. ..	1,400	62,600	1,480	56,700
Wood and lumber..	" ..	..	41,256	..	34,670
Wine	Casks ..	5,980	41,130	2,960	23,680
Iron and manufac- tures .. ..	" ..	..	38,500	..	56,760
Coals and charcoal..	Tons ..	27,700	33,191	33,150	42,615
Sugar	Cases ..	8,040	30,160	4,120	40,600
Tobacco	" ..	3,036	26,640	2,980	24,750
"	Tons ..	17		12	
Petroleum	Barrels	1,700	26,560	3,500	33,260
"	Cases ..	56,000		62,000	
Rice	Bags ..	18,900	21,493	11,500	13,310
Locust beans	Tons ..	2,090	12,580	50	250
Guano	" ..	805	10,702	1,200	16,110
Fruits .. ..	" ..	..	9,820	..	8,600
Sulphur	Tons ..	1,690	8,465	3,400	16,720
Esparto .. ..	" ..	..	8,245	..	9,676
Other articles .. ..	" ..	..	74,710	..	82,802
Total .. ..	" ..	..	1,237,012	..	1,194,028

RETURN showing the Total Value of all Articles Exported from and Imported to Tarragona, from and to Foreign Countries, during the Years 1884 and 1885.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
Great Britain	200,181	167,488	59,278	62,885
Spain	128,924	117,859	198,455	200,716
France	610,476	422,012	189,876	208,488
River Plate and Ecuador	220,972	155,297	..	..
United States	55,990	31,438	46,561	42,495
Germany	34,330	36,024	301,394	214,577
Italy	28,670	16,230	47,901	61,920
Sweden and Norway ..	6,600	3,630	102,870	62,904
Belgium	1,010	980	9,988	13,863
Russia .. .. .	..	..	266,228	309,070
Austria .. .. .	..	..	15,130	10,463
Turkey .. .. .	..	..	..	12,162
Portugal .. .. .	..	..	4,531	..
Other countries	2,380	1,860	..	..
Total	1,289,538	952,318	1,237,012	1,194,028

VALENCIA.

From Valencia the Vice Consul reports as follows:—

General Trade.—I regret to report that the year 1885 was in every respect one of the most calamitous known in this district, having commenced with the evils resulting from inundations at the end of the previous year: severe snowstorm and frost in January, destroying and diminishing all crops, and the cholera epidemic from May until July, thus paralysing trade in all its branches.

Exports.—The exportation of oranges, about 2,000,000 cases per season November to June, suffered severely from the competition of the large and increasing crops in Florida and California, thereby closing the United States markets to the Valencia crop, also prejudicing the interests of British ships, which were the principal carriers of the fruit: the loss of this outlet causes excessive exportation to Great Britain, and consequent unremunerative results.

Imports.—The trade with Great Britain is much restricted, owing to the competition of countries possessing commercial treaties at lower duties, a state of things which urgently calls for a treaty between Great Britain and Spain.

Codfish.—Codfish from Labrador and Newfoundland is encountering considerable competition, from French fisheries cured in Bordeaux, Fécamp, &c., having a bounty of 13 fr. per 100 kilos.

Artificial Manure.—This manufacture is substituting the Peruvian guano, the importation from Great Britain alone reaching about 25,000 tons annually: the trade, however, is just now depressed, owing to the great difficulty in recovering the amount of sales from the rice cultivators (the chief purchasers of these manures), and experiencing the effects of the large imports of Indian and foreign rice through Bremen (under cover of the favourable differential duties), which by their greater cheapness are extensively superseding the native growths in the rice-consuming districts of Spain.

Oranges.
Competition
in United
States.

Competition
in Trade.

Competition
with France.

Depression in
this trade.

Wine.—The shipments to France have been very brisk this autumn, mainly owing to the excellent quality of the vintage, and the deficiency of the crop in France; the prices obtained have been so remunerative to producers that the area of vine culture is yearly increasing. Shipments are chiefly to Certe, Marseilles, Rouen, and Havre, a large proportion being destined for the Paris market; no reliable statistics are obtainable of the extent of the exports, but as far as I can learn it is roughly estimated at 180,000,000 litres for the present year. Shipments direct to the River Plate are also of some importance, averaging about 56,000 pipes annually. Prices remunerative.
Viniculture extending.

Harbour Works.—Two powerful steam hopper dredgers, constructed by the firm of William Simons and Co., of Renfrew, for this Provincial Assembly, are now performing their trials in this port, and have already considerably deepened the entrance to the harbour about 23 to 24 feet: it is expected that within a very short time vessels of large size and draught will be able to enter and leave without any impediments. Dredging.

Tables.—I beg to refer to the enclosed annex (A.), regretting that I am unable to obtain reliable data to compile Annexes B. and C., since statistics are almost completely neglected in this district.

RETURN of all Shipping at the Port of Valencia (Spain) in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	15	2,462	251	177,284	266	179,746
Spanish ...	...	...	...	...	...	...
French ...	63	5,040	85	92,735	148	97,775
Norwegian and Swedish ...	24	12,834	83	45,722	107	58,556
Italian ...	58	16,473	9	2,272	67	18,745
German ...	...	...	28	17,061	28	17,061
Russian ...	9	4,159	2	1,185	11	5,344
Danish ...	1	360	14	11,496	15	11,856
Austrian ...	5	1,722	1	885	6	2,607
United States ...	1	523	...	...	1	523
Total ...	176	43,573	473	348,610	649	392,183

Total for the year preceding unknown.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	15	2,462	251	175,295	266	177,757
Spanish ...	...	...	...	...	...	...
French ...	64	5,185	85	92,701	149	97,886
Norwegian and Swedish ...	24	12,834	83	45,722	107	58,556
Italian ...	49	13,511	9	2,272	58	15,783
German ...	...	...	28	17,061	28	17,061
Russian ...	10	4,707	2	1,185	12	5,892
Danish ...	1	360	14	11,496	15	11,856
Austrian ...	5	1,722	1	885	6	2,607
United States ...	1	523	...	...	1	523
Total ...	169	41,604	473	346,617	642	388,221

Total for the year preceding unknown.

Barcelona, March 15, 1886.

CADIZ.

Report by Consul Joel on the Trade and Commerce of the Consular District of Cadiz and of Andalusia for 1885.

THE depression in trade at this port during the year under review was still more acutely felt than during the year 1884, the causes of which were explained in my report for that year. As the depression has not been felt in all branches of trade alike, and the contributing causes have, in some cases, been wholly different, it will be more intelligible if I state them in a brief review of the principal articles which constitute the import and export trade of Cadiz.

The causes which have so disastrously affected British trade are easily explained. In 1878 Spain entered into a commercial treaty with France, and subsequently with Belgium, Austria, Switzerland, Sweden and Norway, and the German Empire, by the terms of which the products and manufactures of those countries are admitted into Spain under the favoured nation column of the Spanish tariff, while British products and manufactures are chargeable with customs duty under the first column of the tariff, the difference in many cases being so great as virtually to exclude British manufactures from this market. Under these circumstances direct competition is almost impossible, and the hardship is still more apparent when we know that, to a limited extent, British manufactures are introduced into this market from countries enjoying the favoured nation column of the tariff as the manufactures of those countries.

The table hereunto annexed, marked (A.), shows the increase or decrease in the principal articles imported in 1885 as compared with the previous year, and it is therefore only necessary that I should explain the causes of these fluctuations as regards the most important items.

The Custom-house returns give the imports of iron under three headings, bar and hoop, pipes and pig, and manufactured, and I will take them in the order named.

The import of bar and hoop iron in 1885 was about 4,000 tons, as compared with 5,000 tons in 1884, and the cause of this decline is principally attributable to the decreased importation of hoop iron, there being less demand for wine casks in consequence of the depression in the wine trade.

In iron pipes there has been an increased import of about 650 tons due to the establishment of the new gas works here, and these have been imported from Belgium, as the differential duties virtually exclude pipes of British manufacture.

There is an increase of over 5,000 tons under the heading of manufactured iron, and this is due to the purchase of two steamships, which, under the Spanish tariff, pay duty as manufactured iron.

Under the heading of materials of war there is a considerable increase in both quantity and value as compared with 1884, due to the purchase by the Spanish Government of torpedoes, &c. This excess was imported from Belgium.

The import of coal during the year has been about 65,000 tons, being 11,000 tons less than during the preceding year. The use of

Spanish coal
now used in
the arsenal.

Spanish coal in the workshops at the arsenal, where formerly coal from Great Britain only was used, has caused a decrease in the imports, and the withdrawal of several lines of steamers during the cholera epidemic, which continued for three months during the past summer, also contributed to the decreased demand for British coal.

Woollen
goods.

Under the heading of woollen goods the Custom-house returns show an increase of 12,000*l.* in the value of the imports as compared with 1884. Of the total quantity imported about one-half came from Great Britain.

Drugs and
oils.

There has been a small increase both in quantity and value of articles imported under the heading of drugs and oils, about three-fourths of which came from the United Kingdom.

Rice.
Increased
demand for
Indian rice.

The increased favour which Indian rice has of late acquired in this market, and its cheapness compared with that produced in this country, has diminished the consumption of home-grown rice. The excess imported in 1885 as compared with 1884 was 384,000 lbs.

Petroleum.

The importation of petroleum in 1885 was but little over 50 per cent. of the quantity imported during the preceding year. This was due to the establishment of a large refinery in the neighbourhood of Seville, where the crude oil, imported from the United States, is refined; and as the customs duty on the crude oil is almost nominal, and that on the refined oil is a protective duty, the oil refined in Seville has almost monopolised the market in this and the adjoining provinces.

Sugar.
Decreased
import.

There has been a large decrease in the quantity of sugar imported as compared with 1884. The value shows a decline of 26,000*l.* as compared with the previous year, and this may be attributed to the prevailing depression in trade generally.

Coffee.
Decreased
import.

The decrease in the quantity of coffee imported is also important, and the cause which depressed this trade was the same as that which affected the sugar trade.

Exports.
Depression in
trade.

The export trade generally was very depressed during the year 1885. The two most important exports, wine and salt, suffered severely from the depression in the market, although the causes which so unfavourably affected these trades were wholly different, and these will be subsequently explained.

Wine trade.
Depression.

The depression in the wine trade, which set in about 10 years ago, has each succeeding year continued to deepen, and not only has the quantity exported diminished year by year, but a serious fall in price has also occurred. The cause was primarily the suicidal policy pursued by some shippers more than 10 years ago, who, in order to undersell the old-established firms shipping genuine wines, commenced to ship under the name of sherry highly-fortified immature wine of inferior quality, the product of the vineyards of Chiclana, Moguer, &c., and the introduction of this spurious wine into the English market, where it was freely advertised and as freely purchased as "sound sherry," soon began to discredit the high reputation which sherry had up to that time enjoyed. The use of any particular wine is, in a great measure, a matter of fashion, and it is highly probable that the discredit which the sale of these inferior wines brought upon sherry generally was the cause of its decline as a fashion at the dinner table. If it is admitted that wine holds a legitimate place as a beverage of ordinary life, and as a remedy and stimulant in cases of disease, then there is no reason why sherry should not again become the fashion, as for dietetic purposes genuine sherry, from the volatile ethers which it contains, must be considered a wholesome wine. A contributing cause to the depression in this trade was the uncertainty which has prevailed as to the alcoholic scale for duty, which doubtless induced the trade in England to

The causes.

curtail their orders, limiting them to their immediate requirements pending the settlement of this question.

The vintage of 1885 was exceptionally abundant throughout this district, the produce of the 16,000 acres comprised in the Jerez district being estimated at about 5,000,000 gallons, or 33 per cent. in excess of an average yield. It is the product of the lands locally known as "Afuernas," in the Jerez district, which alone should be denominated sherry.

The quality of the "Mostos," or young wines, has proved generally satisfactory, and prices for these have been sustained, about 2,000,000 gallons having been secured for France, and the demand still continues. This young wine is used in France in the manufacture of what is denominated French wine. Large quantities of the lower qualities of the "Mostos" have been used for distillation.

As an instance of the depression in the price of mature wines, excellent fine-conditioned sherries, which a few years since were quoted at 60% to 100% a butt, containing 54 dozens, are now shipped at 30% to 60%.

If a commercial treaty with Spain was entered into, not only would it give a great impetus to the import of British manufactures into Spain, but it would also, by the raising of the alcoholic scale of duties in Great Britain, enable the shippers here to export genuine sound wines, which would then be admitted under the lower scale of duty, thus placing them on a more favourable footing as regards the duties levied on the wines of other wine-producing countries. With an altered tariff in Great Britain the long-continued depression, from which the sherry trade has suffered, would probably be relieved, and the produce of this wine-growing district would possibly regain its place in popular favour and trade—in time resume its original volume.

The export of salt in 1885 was 153,590 tons as compared with 233,665 tons in 1884, being a decrease of nearly 80,000 tons. Cadiz salt is mainly used in the salting and curing of fish and meat, and the principal markets are the River Plate Republics, Brazil, and the British and French North American colonies. Two causes operated on this trade. The cholera epidemic which prevailed in this city and district during the summer months caused the Governments of the River Plate Republics to close their ports against arrivals from Spain, and although the Brazilian Government did not adopt so sweeping a measure, yet the very stringent quarantine restrictions it imposed put an effective stop to all traffic between this port and Brazil. The poor catch of fish along the banks of Newfoundland and the coast of Labrador during the season of 1884 was the reason of a decreased demand for salt for those regions, and these combined causes seriously depressed this trade, and reacted unfavourably on the shipping trade.

The table annexed, marked (B.), shows a very considerable decline in the export of figs, raisins, grapes, and oranges, the frost in the early spring having seriously damaged these crops.

There has been a large increase in the export of pig lead, and the improvement in this trade is due to the advance in the price of this metal in the English market, to which it is exclusively exported. The metal is sent here for shipment from the mines in the province of Jaen.

The table annexed, marked (C.), shows the number of ships of all nations which entered and cleared at this port in 1885 as compared with the preceding year. There is a decrease of 307 ships and of 177,700 tons, aggregate tonnage, in those entered, and also a decrease of 306 ships and 160,452 tons, aggregate tonnage, in those cleared in 1885 as compared with the year 1884.

Public health.
Cholera.

The cholera epidemic which afflicted this city during the months of August, September and October, was the cause of the death of more than 1,500 persons. The authorities were untiring in their efforts to check the disease, and they may have to a certain extent succeeded, but had the sanitary measures adopted to check the epidemic been taken previous to the appearance of the disease, this deplorable loss of life might possibly have been avoided.

Sanitary
measures
adopted too
late.

Public works.
New gas
works.

There are no public works of importance in progress here, except a new gas works. The existing company, which for many years monopolised the lighting of the city, gave so much dissatisfaction on account of the bad quality of the gas it supplied, and its excessive charges, that a co-operative company has been formed to compete with the existing company, which is carried on by French capitalists. The new works are expected to be completed by the end of 1886. So far the whole of the materials have been imported from Belgium, except the bricks, which are of English make.

Materials
imported from
Belgium.

Sanitary re-
forms needed.

Various sanitary reforms have been spoken of since the disappearance of the cholera epidemic, and their adoption strongly urged, but nothing has been done. The cholera is now a matter of history. The number of its victims and the misery which it caused is a thing of the past, and the needed sanitary reforms have been relegated to the tomb of projects for the future.

HUELVA.

Increase of
shipping in
1885.

Mr. Vice-Consul Diaz has furnished me with the following Report on the Trade and Commerce of Huelva for the year 1885:—

Shipping has been much brisker than in 1884, and the increase has not been confined to ships of British nationality, German, French, Spanish, and Swedish and Norwegian vessels having also profited by the increased activity at the mines and the demand for Huelva wine.

Cause of in-
creased ship-
ping. Mines
compensate
for low prices
by increased
production.

The price of copper (the staple article of export from Huelva) having receded very much of late, it was necessary for the mining companies, if they wished to keep up a dividend, to very materially increase their shipments, thus compensating the effect of low prices by large sales, even at the risk of still further lowering the market. From 59*l.* to 60*l.* per ton, the price of copper has in a couple of years fallen to 39*l.* to 40*l.*, and shows every sign of not rising above that figure.

Increase in
German
shipping.

The result of the greater production of ore has been an increase over 1884 of 82 British ships, with about 68,000 register tons.

The German shipping has risen from 19 ships, with 13,275 tons in 1884, to 33 ships, with 25,752 tons in 1885, of which only one left in ballast.

British
cargoes con-
veyed in
foreign
bottoms.

The number of foreign vessels which have taken cargoes to Great Britain has been greater than in any previous year, in spite of the number of steamers laid up at home for want of employment.

Production
and imports
not in
sympathy.

To keep pace with the greater production of ore, the imports of mining stores ought naturally to have increased in sympathy, particularly such articles as coal and pig iron (the latter being used in the production of precipitate of copper), but prices went down so much two or three years ago as to induce the mining companies to lay in very large stocks, so that, while the imports show a falling-off, the actual consumption has been large.

Competition of
Spanish pig-
iron.

The quantity of pig iron from Great Britain (Tyne, Cleveland, and Scotch) still keeps up to a respectable figure in spite of the competition of the Spanish article from Bilbao, which is used extensively in this province, where it can be delivered cheaper than British pig iron.

When the present contracts for British pig iron run out, the Spanish will be a very formidable rival.

The demand for railway sleepers, machinery and stock has not been so large, as the present works are approaching completion, and are well stocked with articles of prime necessity.

In my report for 1884, I stated that Sweden was beginning to figure as a producer of alcohol (derived principally from grain), desiring to compete with Germany in this article, but I have heard of no shipments to this port where the consumption is considerable. Hamburg is the principal shipping port for alcohol, and as goods from Northern Europe are very frequently shipped via Hamburg, and figure as German produce, it is not always easy to distinguish between native and transhipped merchandise.

Closely connected with alcohol as an import is wine as an export. The shipments last year were very large, and are still going on. The value of wine exported in 1885 was over 160,000*l*.

Agriculture has been prosperous last year, the crops being good, and the vintage abundant and of good quality. The use of agricultural machinery is gradually becoming more extended throughout this province, and is giving the best results.

There is a large local trade in horned cattle and pigs in the northern half of the province.

The population of Huelva is increasing with its prosperity, but on account of its chief wealth being mineral, it is subject to fluctuations of the large section engaged in mining operations.

Beyond the works erected in connection with the mines there are no industries, properly so called, in the province, the chief sources of wealth being, as I have already indicated, copper and wine.

The public health has been excellent throughout the past year, in spite of the epidemic of cholera with which the country was afflicted.

When the epidemic reached this town, its effect was so slight that the death rate, which had been below the average for some time, did not rise above the average during the prevalence of the disease.

The only public works in progress are the harbour improvements, already reported on, which are going forward very slowly. I understand that the dredging operations are to begin next month.

SEVILLE.

Mr. Vice-Consul Johnston has furnished me with the following Report on the Trade and Commerce of the Vice-Consular district of Seville for the year 1885 :—

The accompanying returns show that the exports from Seville during 1885 have increased in value 212,540*l*. as compared with 1884, but that the imports have decreased 258,204*l*. As regards the trade with Great Britain, the value of the exports from Seville has increased 185,864*l*, but that of the imports to Seville has decreased 106,668*l*. Although several articles have fallen in value, the increase in the value of the exports to Great Britain is considerable. Two articles however fully account for this difference, viz, olive oil and quicksilver. Of the former, in 1884 2,107 tons were exported, valuing 84,280*l*., while in 1885 the quantity was increased to 5,456*l*. tons, with a value of 190,960*l*. The olive crop in the autumn of 1884 was very large in this district, and as the Italian crop was a failure, the larger proportion of the requirements for the British market was drawn from here.

The value of the quicksilver exported has increased from 147,150*l*. in 1884 to 256,050*l*. in 1885. Compared however with 1883, when the

value exported was 251,032*l.*, the difference is insignificant. The export of quicksilver from here would be increased if a larger number of steamers with Lloyd's highest classing traded between this port and London.

Imports from Great Britain. As regards the imports from Great Britain, the principal decrease in value has been in iron, steel, and machinery, which have fallen some 32,000*l.*; linen, cotton, and woollen manufactures, some 11,000*l.*; and most other articles a considerable percentage. The importation of cast iron is now almost nil, the supply coming from Bilbao.

Shipping in general. *Shipping and Navigation.*—The accompanying return shows that 1,441 vessels entered this port during the year 1885, and with a gross tonnage of 332,371 as against 1,409 vessels, with 342,170 tons in 1884, there being a decrease in the number of vessels and tonnage.

British shipping. As regards British vessels 109, with 61,625 tons, entered in 1885, against 129, with 71,697 tons, in 1884. In 1884, however, 49 British vessels cleared from here in ballast, while in 1885 only 26 did so.

Cause of decrease in shipping. The falling-off in the total number of vessels entering may be accounted for by the quarantine regulations in force all the summer. Vessels coming direct from England had to do three days' observation in the river, not because any port in the United Kingdom was considered

Quarantine. foul or suspicious, but because, as cholera was raging in the province of Cadiz, and all vessels coming here have to present their manifests at the port of San Lucar, situated at the mouth of the Guadalquivir, and in the province of Cadiz, they were treated as coming from an infected province, although no case of cholera had occurred in San Lucar. By this means no vessel proceeding from any foreign port could come up to Seville, without performing at least three days of observation. Innumerable protests were made against this arbitrary measure, but to no purpose. Her Majesty's Legation at Madrid approached the Spanish Government, at the writer's instigation, in the hopes of having the Custom-house visit at San Lucar permanently abolished, but were unsuccessful. The formalities at San Lucar cause a loss of 24 hours to every vessel coming to Seville from a foreign port, besides considerable expense for the translation of manifests, cab hires, &c.

Barley and wheat. *Agriculture.*—The grain crops last summer were very much below the average. Barley is now quoted at about 50 per cent. above the average current price, and wheat about 20 per cent. It was anticipated that wheat would have to be imported from abroad, but as large quantities of flour have come from the north of Spain, perhaps this may not be necessary. Small quantities of barley have been imported from the new Spanish settlement of Rio de Oro, between which port and Seville a small steamer now runs regularly.

Indian corn. The crop of Indian corn was so short, and prices have risen so high that the distillery in Triana has had to stop operations.

Coria alcohol. *Manufactures.*—In my report for 1884, I mentioned that a large distillery was about to be started in Coria, but it has not yet commenced operations, and is not now likely to do much before next autumn.

Waterworks. *Public Works.*—Until December no arrangement was arrived at between the municipality and the waterworks company regarding the irrigation scheme. However, in the said month final terms were settled, and the roads round the city are now properly watered.

Cholera. *General Remarks.*—There was greater alarm than ever last summer respecting cholera, and unfortunately sufficient cause for same, as the epidemic was raging in all the neighbouring provinces. Luckily Seville escaped, although a few suspicious cases occurred in October, regarding which the medical men could not agree. Thousands of

people went away for periods varying from two to five months. I have already described the precautions taken to prevent vessels entering without performing quarantine, and those by land were equally strict.

All passengers arriving even from neighbouring villages had to undergo a farce of fumigation, and those coming from or passing any infected province had to submit to five days' quarantine in a lazaretto, fitted up about two miles from Seville, in the ruined convent of San Geroninio, where most inefficient accommodation and little more than the bare necessities of life were provided. The Home Secretary sent several orders from Madrid to do away with this illegal lazaretto, and changed the civil governor twice, each new one being sent with orders to enforce the stoppage of the illegal quarantine, and each having to resign from inability to carry out his instructions, being unable to withstand the popular objection to this step. The municipality resigned in a body, and the populace one night went to the extent of stoning the governor's official residence. This state of affairs lasted till nearly the middle of October.

Quarantine regulations.
Inability of the Government to abolish quarantine on account of popular objection.
Resignation of the municipality.

CORDOBA.

Mr. Vice-Consul Poole has transmitted to me the following Report on the Trade, Commerce, and Agriculture of the Vice-Consular district of Cordoba for 1885:—

This district produces wheat, oil, wine, cork, iron, copper, lead and coal. Taking the production of wheat from the statistics as offered by the provincial government here, I find the ground under cultivation was about 417,000 acres, with an average produce of about 600,000 quarters, of 504 lbs.: this being 50,000 quarters less than last year, and generally attributed to the low prices obtainable.

I find there were 87,000 acres of ground under cultivation, which rendered about 3,400,000 gallons of oil, of which about half was taken to the ports for exportation, the remainder being consumed in the country. The olive crop for the present year is very much below the average, and promises badly enough.

30,000 acres of ground was under cultivation, and the wine produced is estimated at 40,000 butts; and though there has been hardly any exportation, the prices for white wine have suffered little alteration.

For red wines there has been a much greater demand, and prices have risen considerably, and a considerable quantity of ground is being taken up for the cultivation of this particular class of vine.

The usual output of about 100,000 tons from the Belenez coal fields has not been exceeded during the past year; all which coal has been consumed in the country at prices varying from 5s. to 15s. per ton at the pit's mouth. The present government have decided to use the coal from their own fields to the exclusion of foreign produce, and this is already tending to raise prices.

The raisings of ore of all kinds have been much under the average, owing to the very depressed condition of the metal markets.

France and Germany fairly compete with us here in woollen, cotton, and lace goods, and though our goods are better appreciated, the great difference in prices lead to their getting orders that would otherwise fall to the English producer.

The latter part of the year having been very good for agricultural operations, the farmers are looking forward to a prosperous season. The bitter orange, which is much grown in this district, is now an important item in what we export; as during the last five years from

Wheat.
Olive oil.
White wine.
Red wine.
Coal.
Spanish coal used in arsenals and steamships where English coal has generally been consumed.
Minerals.
Woollen and cotton goods.
General remarks.
Bitter orange for marmalades, &c.

1 box = 500
oranges.
Sugar.

2,000 boxes the produce has been raised to 6,000, and all shipped for London and Liverpool.

Beetroot is now largely grown here for sugar-making, and gives full employment to over 500 souls.

Crockery.

Earthenware.—The large beds of clay recently discovered here are going to be worked by a company, which is now erecting works for the employment of over 50 men.

The Spanish Government having decided to make this province the grand centre of supply for the army of Andalusia, is already creating an amount of commercial activity and preparation in this city such as has not been seen for many years, and bids fair to make the city and province of great importance as a railway commercial centre for all Spain.

Annex A.—RETURN of the Principal Articles of Import to Cadiz during the Year 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
Ammunition	Lbs....	2,694,163	94,333	314,666	11,442
Beer	Gallons	14,431	1,443	12,764	1,276
Candles	Lbs....	36,819	1,252	26,450	902
Cheese	"	297,658	12,924	194,455	8,838
Cloth (woven goods) ...	"	417,571	37,961	285,634	25,966
Coal	"	122,899,990	55,863	155,272,946	111,608
Coffee	"	1,869,835	84,992	2,047,619	83,073
Crockery	"	96,660	3,948	83,306	3,786
Drugs and oils... ..	"	1,121,941	40,797	1,066,921	33,524
Fish (tunny and codfish)	"	576,842	5,344	226,130	...
Glassware	"	822,062	33,529	658,358	23,940
Iron pipes and pigs ...	"	1,680,337	3,018	291,302	661
" bar and hoop	"	8,108,257	73,720	10,734,627	97,946
" manufactured	"	19,716,316	368,478	1,064,437	14,511
Machinery	"	2,374,335	43,180	4,618,174	63,966
Paper	"	141,077	5,130	194,282	7,064
Petroleum	"	58,940	267	959,952	4,363
Rice	"	1,606,265	14,593	1,221,272	11,102
Salt beef, pork, and hams	"	535,664	19,478	430,641	15,659
Spirits	Gallons	1,028,031	205,607	1,040,019	208,004
Staves	"	...	30,800	...	64,532
Sugar	Lbs....	9,790,554	118,673	10,613,821	144,733
Tar and pitch	"	240,181	618	388,036	705

**Annex B.—RETURN of Principal Articles of Export from Cadiz
during the Year 1885.**

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
Bird seed	Lbs....	1,502,859	{ not obtainable.	1,540,416	{ not obtainable.
Cards (playing)	"	76,690	"	123,710	"
Chick peas	"	1,876,771	"	2,004,200	"
Cork wood	"	83,914	"	116,760	"
Figs (dried)	"	423,183	"	876,900	"
Grapes	"	23,362	"	170,333	"
Lead (pig)	"	3,199,804	"	669,106	"
Olive oil... ..	Gallons	827,082	"	645,474	"
Olives	Lbs.	2,846,780	"	2,871,629	"
Oranges... ..	"	879,485	"	714,384	"
Raisins	"	148,878	"	507,043	"
Salt	Tons	163,588	"	223,665	"
Tunny fish	Lbs....	1,840,826	"	1,431,175	"
Tobacco... ..	"	171,569	"	1,132,597	"
Wine	Gallons	13,176,900	"	14,754,140	"

**Annex C.—RETURN of all Shipping at the Port of Cadiz in the
Year 1885.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	167	33,195	121	91,874	288	124,069
Spanish (exclusive of small vessels in coasting trade) }	218	25,907	998	817,010	1,216	842,917
Italian	85	47,174	12	14,726	97	61,900
French... ..	118	21,904	46	23,163	164	45,067
Swedish	79	28,373	23	12,002	101	40,375
Danish... ..	7	1,531	16	14,723	23	16,256
Dutch... ..	10	1,691	13	9,596	23	11,287
German	18	5,862	8	4,111	26	9,973
Russian	21	8,960	...	...	21	8,960
Other countries ...	46	19,323	13	11,801	59	31,124
Total	769	192,910	1,249	998,998	2,018	1,191,908
" for the year preceding ...	903	216,882	1,422	1,142,726	2,325	1,359,608

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	166	31,948	118	99,094	283	131,042
Spanish (exclusive of small vessels in coasting trade) }	231	24,207	998	816,740	1,229	840,947
Italian	85	47,174	12	14,726	97	61,900
French... ..	118	21,904	46	23,161	163	45,065
Swedish	80	28,647	23	12,064	102	40,701
Danish... ..	8	1,764	16	14,730	24	16,494
Dutch	10	1,697	13	9,596	23	11,293
German	18	5,862	8	4,111	26	9,973
Other countries ...	48	16,831	14	12,684	62	29,515
Total	763	180,034	1,246	998,886	2,009	1,176,920
" for the year preceding ...	903	216,760	1,413	1,123,112	2,315	1,337,872

RETURN of all Shipping at the Port of Huelva in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	30	6,478	533	377,180	563	383,658
Spanish	1	251	50	27,643	51	27,894
German	2	642	31	19,762	33	20,404
French	13	3,120	22	13,121	35	16,241
Swedish and Norwegian	3	895	24	12,264	27	13,159
Belgian ... ..	...	...	1	1,007	1	1,007
Austrian	1	634	...	...	1	634
Portuguese	1	232	...	...	1	232
Greek	2	508	...	...	2	508
Total	53	12,760	666	450,977	719	463,737
„ for the preceding year	...	...	...	...	574	357,437

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	30	6,478	530	372,853	560	379,336
Spanish	1	251	49	27,023	50	27,274
German	2	642	31	19,762	33	20,404
French... ..	13	3,120	21	12,400	34	15,520
Swedish and Norwegian	3	895	23	11,629	26	12,524
Belgian ... ..	...	...	1	1,007	1	1,007
Austrian	1	634	...	...	1	634
Portuguese	1	232	...	...	1	232
Greek	1	217	...	...	1	217
Total	52	12,469	655	444,679	707	457,148
„ for the preceding year	...	...	...	...	565	351,394

RETURN of Principal Articles of Export from Huelva during the Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Copper ore	707,214	282,885	532,012	212,800
Precipitate of copper	23,136	462,720	29,049	523,382
Regulus.. ..	12,520	200,400	535	8,560
Black copper	3,192	47,880	5,092	101,840
Iron ore.. ..	9,342	3,986	15,867	6,346
Manganese	3,176	9,528	3,482	10,446
Lead	2,279	22,790	2,400	24,000
Antimony	19	2,280	35	3,500
Wine	16,068	160,680	5,512	49,608
Cork	31	620	6	120
Total	776,977	1,193,769	593,990	940,602

Return of Principal Articles of Import to Huelva during the Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Coal and coke	65,519	105,726	70,949	106,118
Iron	33,029	126,594	29,296	102,534
Timber	13,949	41,847	7,328	21,934
Machinery	4,907	320,000	5,473	333,000
Rails	1,060	9,540	3,493	32,487
Manganese	2,260	6,500	..	..
Cement	2,270	2,724	1,904	2,045
Alcohol	1,373	41,190	780	32,620
Total	129,867	654,121	119,023	679,788

TABLE showing the Total Value of all Articles Exported from and Imported to Huelva from and to Foreign Countries during the Years 1885 and 1884.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
Great Britain	1,041,771	920,876	572,036	613,980
Spain .. ..	..	..	45,000	25,460
France	174,676	102,324	28,040	70,886
Germany	15,000	16,540	27,743	25,476
Sweden	244	..	12,782	15,010
Russia	8,540	..	8,950	3,876
Belgium	2,040	..	..	..
Denmark	1,047	960	..	..
Portugal .. ..	..	..	8,576	1,600
Austria .. ..	..	..	2,752	..
Algiers .. ..	..	..	18,133	3,200
United States	7,723	..	4,580	3,122
Total	1,251,041	1,041,200	723,592	762,560

**RETURN of Principal Articles of Import to Seville during the Years
1884-85.**

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Petroleum	8,651	86,510	5,932	88,980
Wrought iron and steel ..	5,500	82,500	7,279	131,023
Spirits	1,053	15,795	1,607	24,105
Sugar	859	17,180	1,139	33,879
Fish	1,670	33,400	1,303	24,060
Coal	47,942	47,942	43,795	43,795
Glass	375	15,600	527	21,080
Drugs, chemicals, &c. ..	8,866	339,200	4,849	322,494
Timber	12,645	126,450	18,177	181,770
Machinery	1,275	51,000	1,975	88,875
Yarn	938	65,660	818	65,440
Furniture	190	22,800	155	23,250
Haberdashery and smallware	304	24,320	270	24,300
Linen, cotton, and woollen manufactures	355	71,000	578	115,600
Tinplate	495	19,800	382	19,100
Other articles	11,237	71,536	17,928	140,556
Total	102,355	1,090,093	106,604	1,343,297

**RETURN of Principal Articles of Export from Seville during the Years
1884-85.**

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Copper pyrites	28,427	56,854	28,362	56,724
Lead ore	10,192	142,688	9,437	132,121
Lead	12,775	178,850	13,287	186,018
Corkwood	786	31,440	840	33,600
Corks	258	20,640	262	20,960
Oranges	6,962	69,620	7,071	70,710
Olives	472	47,200	502	50,200
Olive oil	6,542	228,970	2,874	114,960
Wine	5,594	111,880	4,999	124,974
Quicksilver	1,707	256,050	981	147,150
Barley	5,721	40,047	3,505	24,535
Other articles	3,296	35,450	4,002	45,197
Total	82,732	1,219,689	76,122	1,007,149

RETURN of all Shipping at the Port of Seville in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	25	4,322	84	87,303	109	61,625
Spanish... ..	871	23,200	373	214,180	1,244	242,380
Norwegian... ..	21	6,794	30	8,864	41	15,658
Swedish... ..	16	4,470	1	443	16	4,913
Russian... ..	11	3,555	...	...	11	3,555
Denish... ..	6	965	2	1,029	7	1,994
French... ..	7	691	2	798	9	1,489
Other countries... ..	4	757	...	...	4	757
Total... ..	959	49,754	482	282,617	1,441	332,371
„ for the year preceding... ..	975	51,469	524	290,701	1,499	342,170

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	25	4,377	87	61,747	112	66,124
Spanish... ..	870	23,130	371	213,600	1,241	241,730
Norwegian... ..	23	7,881	20	8,864	43	16,745
Swedish... ..	14	4,185	1	443	15	4,628
Russian... ..	11	3,555	...	...	11	3,555
Denish... ..	3	600	2	1,029	5	1,629
French... ..	7	691	2	798	9	1,489
Other countries... ..	3	700	...	...	3	700
Total... ..	966	50,119	483	286,491	1,439	336,600
„ for the year preceding... ..	973	49,898	526	291,181	1,499	341,079

RETURN showing the Total Value of all Articles Exported from Seville and Imported to Seville to and from Foreign Countries during the Years 1884-85.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
Great Britain	701,698	516,334	331,655	438,323
France	227,105	226,985	310,869	388,109
Other European	213,427	175,085	278,790	374,965
Other countries	77,459	88,745	168,779	146,900
Total	1,219,689	1,007,149	1,090,093	1,348,297

Cadiz, March 20, 1886.

MALAGA.

Report by Consul Bidwell on the Trade and Commerce of the Consular District of Malaga for the Year 1885.

THE past year is alleged to have been one of unprecedented depression as regards the trade of this district, while it has undoubtedly been one of the most disastrous for all classes of the commercial community. To begin with, the steadily increasing ravages of *Phylloxera* have caused an important depreciation of the grape crop and vintage, whilst the raisins were also further greatly injured by unseasonable and heavy rainfalls in 1884 and 1885: thus one important source of income, upon which the prosperity of the province of Malaga so greatly depends, has suffered immense depreciation, whereby the export of raisins has been gradually reduced by at least 500,000 boxes, or about 200,000%. Then came the outbreak of cholera in France and Italy, in consequence of which the ports were for several months practically closed to foreign shipping by the inconceivable hindrances and impediments to trade of quarantine regulations, so that while on the one hand merchants held back their orders in uncertainty as to the detention and damage that their goods might meet with at the quarantine stations on their arrival, foreign shipping, on the other hand, was loth to expose itself to the enormous delays, expenses, and quarantine charges consequent upon calling at a Spanish port for an uncertain cargo. Thus while the commerce of Malaga, from the above-mentioned causes, perceptibly suffered, the subsequent invasion of cholera in the Spanish provinces served to complete depression of trade. Then began at Christmas, 1884, the immense calamity of the earthquakes, which continued with more or less frequency and intensity during the early part of the year, sowing ruin and devastation broadcast throughout the provinces of Malaga and Granada; and while the inhabitants of the unhappy districts were appalled by the magnitude of their calamity, a hurricane of wind and snow occurred in January, 1885, which lasted three hours, and was without precedent in the last quarter of the century in the history of Malaga, and was succeeded by a severe frost which greatly injured, and in places almost destroyed, the sugar crop of the province of Malaga, and at the same time did considerable damage to the olive and orange plantations. The losses from this cause are alleged to amount to a very large sum, and to have made the position of this severely-tryed province more critical still; those in sugar alone have been estimated at no less a sum than 300,000*l.*; this being the third successive sugar crop partially lost, and now that the import duties on Cuban and Puerto Rico sugar have been modified, whereby the protection to Malaga is practically withdrawn, it is hardly probable that this branch of agriculture can be profitably continued, at least so long as West India sugar can be introduced so as to compete with that grown in this province.

In these abnormal circumstances, trade statistics for the past two years would give no true indication of the normal state of the commerce of this district; even the smugglers' trade was to some extent

General depression of trade attributed to *Phylloxera*, earthquakes, and cholera, &c.

Difficulty in procuring statistics,

owing to
delay in pub-
lication of
Spanish re-
turns.

arrested by quarantine, and that this is not an unimportant branch of Spanish commerce may be presumed from the allegation of a late Minister of State, who recently and publicly confessed in the Senate that "owing to the high tariff of Spanish Customs duties two-thirds of the cotton goods are smuggled into the country." Indeed, quite trustworthy statistics of the trade of this province are not at any time obtainable for the purpose of a commercial report. The Spanish official returns are not published until long after the date on which they would be useful for statistical reports, even if they were accurate, which for obvious reasons cannot be the case, whilst true information from private sources for the object of publication is always withheld in this country: firstly, because Spanish taxation is based upon the amount of trade, whereby an impression is obviously created that secrecy is individually the trader's best policy; and secondly, on account of the competition that naturally exists in a small commercial community, where everyone who is not an agriculturist is a merchant or trader.

Such returns, however, of the principal staples of commerce as it has been possible to gather from unofficial sources are appended to this report.

The chief branches of British trade connected with this district comprise:—

Nature of
British trade.

(a) *Imports*, consisting chiefly of coal, coke, and, to a smaller extent, machinery iron, iron and steel rails, iron wire, iron hoops, hardware, nails, tubes, and plates, agricultural implements, copper in sheets and manufactured copper, brass and zinc goods, tin and tin manufactures, raw cotton, cotton yarns and tissues, hosiery, woollen goods, yarns and tissues, cloth textiles, carpetings, blanketings, jute, hemp, and yarns, linen yarns and textiles, leather goods, glass and earthenware, preserved provisions, pickles, candles, soap, chemicals, dyes, rice, tea and colonial produce, oils and starch.

(b) *Exports*, comprising wine, oil, lead in pigs with and without silver, iron and manganiferous ores, raisins, grapes, almonds, oranges and lemons, esparto grass and sulphur.

(c) Shipping and carrying trade in British vessels; (d) fire and marine insurance business.

Decrease of
English trade,
owing to
differential
treatment of
British goods.

A considerable decrease in British trade has doubtless taken place since the establishment of differential treatment of English goods in Spain. Ever since 1877 English goods have been treated differentially, whilst England has remained the only European nation excluded from the reductions from time to time made in the Spanish tariff.

Previously to this treatment of British goods by Spain, England was the chief market whence foreign goods were imported.

Effect on
lead.

The export of silver lead, moreover, is alleged to have been affected in volume from the fall in price, since the treaty with France, abolishing the export duty and in value 50 per cent., and iron and manganiferous ores, 50 per cent. in volume and 25 per cent. in value, Esparto has also considerably decreased, both in value and volume, during recent years.

Advantages
obtained by
France and
Germany.

France and Germany have doubtless profited considerably by the unfair treatment to which England is subjected under the Spanish tariff, and have already got in more than the thin end of the wedge, since no doubt a large portion of goods formerly obtained from England, such as machinery, hardware, cutlery, earthenware, glass and porcelain, linen, cotton, and cloth textiles, and certain goods of inferior quality, are now imported from those countries to replace those which were formerly procured from England; goods of low value being practically excluded by the differential treatment provided for British goods under Table I. of the tariff.

Vice-Consul Milvain (Carthage) mentions that "engines for mining purposes, formerly received from England, are in great part received from Belgium, although recognised inferior, but are sold cheaper, because Belgians can make cheaper articles to suit buyers;" and Vice-Consul Barron (Almeria) reports that "the whole of the hardware trade in that district is now in the hands of Germany, and machinery is obtained from France and Belgium, who supply much cheaper."

The cultivation of sugar in the province of Malaga, as stated above, has been seriously affected by the new Spanish sugar duties, which came into force on the 1st January of the year 1885. By this modification of the tariff the duties on foreign sugar imported into the Peninsula have been fixed at 32 pesetas and 25 c. per 100 kilos. for non-treaty countries, and 30 pesetas and 80 c. for treaty countries, whilst Cuban and Porto Rican sugars, imported under the Spanish flag, are exempted from import duties, and those imported in foreign bottoms are chargeable with a duty of 8 pesetas and 75 c., if under the classification of 14 of the Dutch scale, and 17 pesetas and 50 c. if over that number. The "Impuesto transitional," or provisional duty of 13 pesetas and 50 c., and the municipal surcharge of 13 pesetas and 50 c., are however still imposed on foreign sugars, and Cuban and Puerto Rico sugar are also charged, as hitherto, with 8 pesetas and 80 c. transit duty, and 8 pesetas and 80 c. municipal surcharge. Although by a second decree, issued in conformity with an arrangement existing between the Ministry of Finance and the sugar manufacturers, the tax payable by the latter has been reduced from the 1st January to 50 per cent., it is maintained that this does not nearly compensate for the withdrawal of the protection hitherto afforded to Spanish home-grown sugars, which now obtain in the market 20 per cent. less than the prices of a year ago. And it is quite probable that the cultivation of sugar in Andalusia will eventually have to be discontinued; in fact, this branch of agriculture was at best carried on under the abnormal conditions of a high protective duty, but in former years it was so profitable a portion of the commerce of this district that land for sugar-growing was purchased at 150 per cent. of its normal value, and sugar estates then appeared in all directions. With the reaction large fortunes have been jeopardised, and this trade in Malaga is at present in a highly critical state. Raw sugar from Cuba and Puerto Rico is however being imported for refining in the sugar factories in the district.

In these circumstances some landowners are prudently looking about them for another less hazardous employment for their land so dearly acquired, and some experiments are being made for the introduction of the cultivation of rhea grass, which, the trials show, can be grown in this country, and if an inexpensive process can be discovered for preparing the fibre for the market, the experiments in this direction may probably be extended.

The quantity of olive oil brought into Malaga during the past year is reported to amount to 24,996,351 kilos., equal to 6,044,523 gallons, of which 21,766,953 kilos., or 5,082,177 gallons were exported, the average price being 1s 8d. per gallon.

A considerable decrease has taken place in recent years in the export of esparto grass from this port.

In 1871 the shipments of this grass from Malaga amounted to 3,467 tons, in 1872 to 4,291 tons, in 1873 to 4,702 tons, whilst the shipments in 1884 were only 2,384 tons, and those in 1885 2,187 tons.

The destruction of vineyards in the province of Malaga from *Phylloxera*, as referred to in previous reports from this Consulate, has

progressed continuously and with disastrous effects. According to recent statements, it is alleged that the vineyards have been actually extinguished in the districts of Algarrobo, Almachar, Benagalbon, Benamargosa, Benamocarra, Borje, Comares, Cútar, Iznate, Macharaviara, Molinejo, Olias Totalán, and Velez-Málaga. In these places 28,552 hectares, or 60,551 acres of land, were under cultivation as vineyards.

The districts in which the vineyards attacked are more or less seriously affected, and where, though the cultivation is not yet completely abandoned, no hope now exists of gathering any future crops of importance, are: Alcaucin, Archez, Arenas, Canillas-de-Albaida, Canillas-de-Aceituno, Casabermeja Colmenar, Cómpeta Frigiliana, Málaga, Nerja, Periana, Riogordo, Salares, Sayalonga, Sedella, Torrox, and Viñuela. 43,082 hectares, or 106,455 acres of vineyards, existed in these districts.

In Alora, Alozaina, and Pizarra, where the vineyards extend over 5,672 hectares, or 14,015 acres, the vines are also affected with *Phylloxera* to a considerable extent, and in Alhaurin de la Torre, Alhaurin-el-Grande, Benalmádena, Fuengirola, Marbella, and Mijas, the disease is known to exist, although its effects have not yet become apparent; 46 districts, comprising only 28,763 hectares, or 71,019 acres, are now reported to be free from *Phylloxera* in the whole of the province of Málaga.

Increase of
wine produc-
tion.

Notwithstanding, however, the prevalence of *Phylloxera*, and the consequent falling off of the grape crops in the province of Málaga, the manufacture of wine appears to have increased considerably during the last two years; the quantity of wine made in each of those years, in fact, cannot have been less than 3,000,000 gallons, since the exports in 1884 amounted to 2,206,758 gallons, and in 1885 to 2,208,090 gallons, while it is alleged that not less than 1,500,000 gallons are annually consumed in the town of Málaga by its local and floating population; but this does not necessarily mean that all the grapes from which Málaga wine is made are grown in the province, as the "mosto," or must, is frequently brought in from the neighbouring districts in which vineyards exist.

Countries to
which Málaga
wine is ex-
ported.

Of the wine exports about two-thirds are shipped to French and other European ports, and the remainder to the Spanish colonies, South America, and the United States. The quantity shipped to the United Kingdom is about 1,000 butts of 105 gallons. The chief ports in Great Britain and Ireland to which these wines are sent are: London, Liverpool, Bristol, Cork, Dublin, and Londonderry, the principal consumption of sweet wine being in Ireland, where it is used as sacramental wine.

Probable com-
petition of
California
raisins.

The recent extensive cultivation of raisins in the southern districts of California have already somewhat affected the demands from the United States for this important staple of Málaga produce, and is likely eventually to have a considerable effect on this market. The annual consumption of raisins in the United States is reported to be about 7,000,000 of boxes. In 1880 the first considerable crop of 1,700 boxes was exported thither from California, while last year the shipments from California to the United States are alleged to have amounted to 350,000 boxes.

Reduction in
rates of
freight.

It may be mentioned that the rates of freight to this port are now fully 50 per cent. less than they were 10 years ago, owing to the keen competition that exists in the carrying trade. On the other hand the works for the extension and improvement of the harbour, which, owing to a disagreement with the French contractors, were suspended in July, 1883, are still in abeyance, a breakwater of 284 yards in length having only been made, while special duties for the purpose are still imposed

on shipping. In the meantime the harbour is being rapidly silted up, and large vessels no longer able to enter the port have to anchor in the roads, whereby the expense of landing and discharging cargo is greatly increased; so much so, in fact, that Malaga is now rapidly losing the shipping trade on goods to and from the interior, which find their way less expensively through the port of Seville.

The following are the dues at present levied on shipping at Port dues at Malaga :—

On vessels discharging from Europe—			
Custom dues	5 r.	(1s.)	per ton of 1,000 kilos. of cargo.
Harbour improvement ..	2 r.	(5d.)	" " "
From America—			
Custom dues	10 r.	(2s.)	" " "
Harbour improvement ..	2 r. 75 c.	(7d.)	" " "
NOTE. Coals pay only 1 r., or 2½d., custom dues on discharging, but the same harbour dues.			
On vessels loading for Europe—			
Custom dues	4 r.	(10d.)	per ton.
Harbour impost	2 r. 30 c.	(6d.)	"

Pilotage is compulsory, and pilotage dues are levied on gross tonnage, equally on vessels which enter the harbour and those which anchor in the roads. It is a frequent source of complaint that the dues imposed under this heading are levied on vessels that are now obliged to anchor in the roadstead, and therefore practically derive no benefit from the pilot's services, and moreover that these dues are charged double when vessels arrive after sun-down!

Anchorage dues are levied on all vessels, only those under 50 tons in measurement being exempted.

A notice has been published at this port, stating that the Spanish Minister of Finance has authorised the establishment of a floating coal depot in the harbour of Malaga, as well as in 16 other harbours of Spain. This measure is likely to afford facilities for coaling to large steamers calling at Malaga, which have hitherto been obliged to proceed to Gibraltar for that purpose, the expense of landing and shipping coal at this port being excessive, as much as 6s. 6d. per ton having lately been charged as landing expenses only on a cargo of coal consisting of 1,000 tons. depôt authorised.

It is greatly to be desired in the interest of the shipping and mercantile community that the experience of the recent outbreak of cholera in Spain may induce in the future a more liberal and practical treatment of foreign shipping, and that Spanish authorities may cease to place their faith in quarantine and lazaretto and sanitary cordons as a preventive of cholera. The result of this course of treatment last year must have shown that such precautions are quite unworthy of the faith that was so generally placed in them, and that they were, in fact, practically worse than useless, while the loss and expense inflicted thereby on shipping were incalculable. Effect of quarantine on shipping.

A considerable fluctuation has taken place recently in the rate of exchange for bills on England, and the old "par" rate of 48d., or 4s. in exchange per Spanish dollar, has ceased to exist as regards the obtaining of bills for currency, the present rate being 46½d. for bills at 90 days, and 46d. for bills at short sight. This is a matter to which the attention of shipowners should be directed in signing charter parties, or a loss of at least 4 per cent. may be entailed. It is a practice here, as in many other places in foreign countries, for freights to be settled by the consignee's bill on England for the amount thereof in sterling, less cash Fluctuations in exchange rate. shipowners should guard against.

for disbursements "at the current rate of exchange," but the so-called current rate of exchange ruling in such cases is different from that at which bills on England can be purchased. Cash advances at Malaga, for instance, are now still usually made at 48*d.* per dollar, while the rate for bills at short sight fluctuates between 46*d.* and 46½*d.* When the total amount of freight is paid in cash the loss entailed is considerable, and the present wording of charter parties gives the merchant the option of so paying in cash. It is suggested therefore that a stated rate of exchange, ascertained to be ruling at the port of discharge, should be inserted in the charter party in the place of "the current rate of exchange."

Movement for
establishment
of Chambers
of Commerce.

A notice has lately been published in the Spanish newspapers that a movement has been made at Madrid, seconded in the important commercial capitals of the Peninsula, to establish Chambers of Commerce in Spain. It is alleged that the *Circulo de la Union Mercantil* of Madrid, an important commercial club, has addressed a memorial on the subject to the Spanish Government, containing the basis of a scheme and the statutes of a chamber for the capital which is to serve as a guide and model for those to be subsequently established in the provinces, and it is stated that this movement has already been adopted at Valencia, Barcelona, and other commercial cities.

Means of de-
veloping
British trade
abroad.

In the report which I had lately the honour to draw up for the Royal Commission on the Depression of Trade and Industry, certain suggestions are offered for the extension of British commerce in foreign countries, by means of a system of local agencies abroad and registry offices at home; but there is another matter to which the writer's attention has been directed by the apparent public desire for Consular assistance for the promotion of British trade abroad, in regard to which I may perhaps be permitted to submit the following observations respecting a proposed scheme, which has in some degree been suggested by the interesting report of Mr. Kennedy and Mr. Bateman relative to commercial museums in Belgium.

As stated in the report referred to above, there is no doubt that French, German, and Belgian firms derive considerable trade in foreign countries by the pains which they take to bring their manufactures under the notice of the foreign buyer and consumer, whilst it is no less apparent that many foreign houses will prefer to give their orders *visá voce* rather than write to England for goods about which they are perhaps not fully informed, while the course which affords most facilities will generally be that which is adopted; everything, in fact, which tends to lessen trouble will assuredly, as regards a certain class of purchasers, facilitate the obtaining of orders; moreover, those traders and others who cannot afford, or do not care, to visit the manufacturing centres at home, often remain in ignorance, to an extent little credited, as regards the best productions of the country.

The plan which it is now suggested might be usefully adopted is the establishment of specimen and sample rooms for British manufactures and goods, to be attached to and in connection with Her Majesty's Consulates in the more important commercial cities in each foreign country, such establishments to be under the supervision of Her Majesty's Consuls.

These rooms it is thought might contain samples, specimens, drawings, or models of such articles of British manufactured goods as the chambers of commerce, interested in their production, may consider it desirable to collect and send abroad for exhibition, whilst the collection of articles for the purpose by the chambers of commerce would avoid the sending out of an unnecessary repetition of the same class of goods.

The specimens might perhaps usefully comprise such goods as cotton yarns and tissues, hosiery, woollen goods, yarns, and tissues, carpetings, oilcloth, linoleum, cloth textiles, linen yarns and textiles, jute yarns and textiles, leather goods; glass, porcelain, and earthenware, stationery, saddlery, books, guns, musical instruments, preserved provisions, biscuits, chemicals, dyes, candles, soap, &c.; and plans and models, drawings and photographs of steamships, launches and boats, steam engines, machinery, carriages, pianos, furniture and heavy goods generally, of which specimens could not be conveniently sent abroad for exhibition.

It is suggested that a clerk, appointed by the Consul for the purpose, should take charge of and catalogue such goods as might be sent out from time to time for permanent or temporary exhibition, and that he should be in attendance at convenient times to afford visitors information as to the cost of the articles at home and the probable expenses of carriage, duty, &c., and also to place intending purchasers in connection with the manufacturers.

It is considered that the charges for clerk hire, rent, portorage, &c., of such an establishment as that indicated, at each place where it might be deemed desirable to have specimen rooms, need not be great; and on those specimens which could be kept within the prescribed limits in foreign tariffs for samples no charge for duty would be incurred. It is thought, moreover, that these charges might be borne by the respective chambers of commerce in Great Britain, who in their turn could raise the necessary funds by subscription, or fee, from such manufacturers as might desire to take part in the scheme, and send out specimens of their goods for exhibit.

The importance of showing intending purchasers where they can best supply themselves with the articles they require need not be dilated upon, and it appears to the writer that in no way, probably, could the chambers of commerce at home and Her Majesty's Consuls abroad more advantageously work together for the promotion and extension of British trade in foreign countries in these times of German, French, and Belgian competition than by constantly keeping the excellence of British manufactures before foreigners, in some such way as that now briefly submitted for consideration, if a scheme of this nature should meet with the approval and sanction of Her Majesty's Government.

Mr. Vice-Consul Barron reports from Almeria that during the year 1885 there has been a decrease both of import and export trade at that port, although the number of British ships entering and clearing has been about the same as in the previous year, viz., 93 vessels, chiefly steamers, with an aggregate tonnage of 74,584 tons and 1,916 crew. Very few other foreign ships have visited Almeria during the year.

Report from Almeria. Decrease of imports.

EXPORTS (from Almeria).

Esparto.—This fibre continues to be exported to Great Britain for the manufacture of paper, but owing, Mr. Barron states, to the large shipments from Oran and other African ports, and to the increased manufacture of paper from wood pulp, the prices of *Esparto* have decreased. The export in 1885 from Almeria is stated to amount to 12,000 tons, and the average price 5*l.* 5*s.* per ton f.o.b.

Decline in *Esparto* trade.

Grapes.—The exports of this fruit packed in barrels and corkdust are given as 500,000 barrels, of which the greater part went to Great Britain, the remainder to the United States and to Russia; but the crop is stated to have been a bad one on account of the rains during the vintage, and therefore the selling prices have been ruinous.

Grape shipments unprofitable.

Decrease in
lead and ore
shipments.

Other Fruit.—The usual small exports of oranges, almonds, &c.

Leads and Ores.—The exports of these from Almeria continue, Mr. Barron says, to decrease, owing to the low prices at places of consumption. The mines in that district are almost at a standstill, and unless prices rise, or cheaper means of carriage be adopted, there cannot be any revival of this business. There are still some railroads in contemplation to the iron ore mines, and if they are carried out the shipments of iron ore, Mr. Barron estimates, will be very large.

Sulphur ex-
ports limited.

Sulphur.—These mines continue to be worked, but there is, it is stated, no material increase of production. The exports may be calculated at 10,000 tons, chiefly to the Peninsula and to France.

IMPORTS (from Almeria).

Imports from
foreign
countries de-
creasing.

The imports from foreign countries have been fewer than in the preceding year. They can never be of any importance, Mr. Barron reports, until there is railway communication with the interior. The consumption, meanwhile, is limited to the town and neighbourhood. Coke and coal from England are, it is stated, scarcely required at Almeria, unless the mines are worked and the smelting of ore continued.

Progress of
mole exten-
sion at
Almeria.

The extension of the mole at Almeria continues regularly, and there are now, Mr. Barron reports, over 300 metres of the new work completed.

Annex A.—RETURN of all Shipping at the Port of Malaga in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	24	6,561	209	167,204	233	173,765.
Spanish ... ..	...	...	...	...	2,391	745,092
French	8	1,611	60	35,533	68	39,944
German	5	1,100	60	48,558	65	49,758
Swedish	11	5,144	35	18,782	46	23,926
Danish	1	155	16	14,168	17	14,323
Dutch ... ..	...	...	16	11,787	16	11,787
Italian	15	4,574	...	...	15	4,574
Portuguese	15	1,772	...	...	15	1,772
Other countries	21	11,970	1	495	22	12,465
Total ... ..	...	...	...	...	2,888	1,077,406
„ for 1884 ... ..	...	...	...	...	2,461	818,776

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	25	6,625	213	170,005	238	176,630
Spanish ... ..	...	...	...	...	2,391	745,092
French	7	1,544	59	36,997	66	38,541
German	6	1,754	60	48,558	66	50,412
Swedish	12	5,864	35	18,782	47	24,146
Danish	1	155	16	14,168	17	14,323
Dutch ... ..	...	...	16	11,787	16	11,787
Italian	17	6,061	...	...	17	6,061
Portuguese	15	1,772	...	...	15	1,772
Other countries	20	11,527	1	495	21	12,022
Total ... ..	...	...	...	...	2,894	1,080,786
„ for 1884 ... ..	...	...	...	...	2,452	813,596

NOTE.—Classification of Spanish vessels into *sailing* and *steam* cannot be obtained.

RETURN of British Shipping at the Out Ports in the Consular District of Malaga in the Year 1885.

ENTERED.

Port.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
Carthagena ...	23	12,007	326	279,920	349	291,927
Almeria ...	4	1,556	89	83,028	93	84,584
Garrucha ...	7	5,420	61	38,590	68	43,960
Aguilas ...	2	559	39	35,135	41	35,694
Adra ...	1	174	20	11,518	21	11,692
Marbella ...	...	...	20	20,426	20	20,426
Motril ...	13	4,817	2	681	15	5,398
Total ...	50	24,533	557	469,138	607	493,671

CLEARED.

Port.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
Carthagena ...	22	10,627	326	280,459	348	291,086
Almeria ...	5	1,695	86	70,825	91	72,520
Garrucha ...	6	4,657	64	41,090	70	45,747
Aguilas ...	2	559	39	35,135	41	35,694
Adra ...	1	174	20	11,518	21	11,692
Marbella ...	...	...	20	20,426	20	20,426
Motril ...	12	4,427	1	390	13	4,817
Total ...	48	22,139	556	459,843	604	481,982

RETURN of British Shipping at the Out Ports in the Consular District of Malaga in the Year 1884.

ENTERED.

Port.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
Carthagena...	22	11,434	445	356,198	467	367,532
Garrucha ...	13	9,401	94	72,361	107	81,762
Almeria ...	12	5,216	37	64,690	99	69,906
Aguilas ...	6	3,491	31	28,658	37	32,149
Marbella ...	1	812	23	25,225	29	26,087
Adra ...	2	565	23	13,217	25	13,782
Motril ...	15	6,150	9	5,794	24	11,944
Total ...	71	36,969	717	568,343	788	603,312

CLEARED.

Port.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
Carthagena	22	12,480	446	356,912	468	369,392
Garrucha ...	13	9,401	92	60,544	105	69,945
Almeria ...	10	4,569	88	65,185	98	69,744
Aguilas ...	6	3,491	31	28,658	37	32,149
Marbella ...	1	812	28	25,485	29	26,297
Adra ...	2	565	23	13,217	25	13,782
Motril ...	15	6,150	5	3,233	20	9,383
Total ...	69	37,468	713	553,434	782	599,892

Annex B.—RETURN of Principal Articles of Export from Malaga during the Years 1884 and 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Raisins	Box of 22lb.	1,252,428	500,971	1,248,968	499,597
"	Barrels ..	10,318	6,187	9,809	5,885
"	Frairs ..	19,349	11,094	24,155	14,493
Almonds (Jordan) ..	Bushels ..	2,091	2,091	6,524	6,524
"	Box of 22lb.	19,550	46,920	27,076	64,982
Lemons	Box of 480 "	38,766	13,955	35,808	12,990
Grapes	Barrels ..	26,983	24,847	25,046	19,535
Lemon and orange peel	Bales 1 cwt.	795	1,908	954	2,289
Figs (dried)	Lbs. ..	1,290,800	6,451	69,868	8,215
Chick peas	Bushels ..	40,698	27,132	163,026	46,579
Soap	Cwts. ..	457	731	150	240
Lead	Tons ..	10,970	120,670	15,349	168,339
Wine	Gallons ..	2,208,090	331,218	2,206,758	331,003
"	Cases ..	2,418	1,934	3,768	3,010
Oil	Gallons ..	6,848,017	695,046	3,218,415	326,264
Esparto	Tons ..	2,197	14,215	2,384	15,496
Oranges	"	34,466	17,233	38,250	19,125
Total .. ..		..	1,823,598	..	1,545,166

RETURN of Principal Articles of Import to Malaga during the Years 1884 and 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ..	43,594	58,312	46,828	56,193
Coke	" ..	1,964	2,946	905	1,357
Charcoal	" ..	3,291	18,164	3,661	14,644
Staves	Number ..	764,177	42,226	586,853	31,784
Boards	" ..	151,050	16,615	142,886	15,717
Planks	" ..	352,035	38,000	187,170	47,000
Cotton wool	Bales ..	17,180	171,800	16,320	153,200
Codfish	" ..	57,160	74,308	87,371	113,532
Sugar	Sacks ..	12,153	27,334	18,790	42,387
Petroleum	Casks ..	100	144	1,000	1,440
"	Cases ..	72,199	57,757	48,652	34,921
Esparto grass	Tons ..	688	4,103	120	780
Total .. ..		..	556,714	..	513,005

NOTE.—Imports have also been made to a small extent of the articles mentioned in p. 342 of this report, the value and extent of which cannot be ascertained until the Spanish Customs returns are published, and even then no great reliance could be placed on the accuracy of the statistics furnished.

Malaga, March 15, 1886.

SWEDEN AND NORWAY.

CHRISTIANIA.

Report by Acting Consul-General Hearn on the Trade and Navigation of Norway for the Year 1885.

PART I.—ACTING CONSUL-GENERAL'S REPORT.

THE following report, although supported by but few official statistics, which are, as a rule, not published until the summer, gives, at an early period in the year, a review of the trade and commercial status of Norway, especially with regard to those branches which are connected with the trade and commerce of Great Britain.

The Central Statistical Bureau at Christiania has, however, already published some tables relating to the imports and exports, fisheries, and timber trade in 1885; and these are appended to the present report, which is, for the most part, compiled from a review of the trade and commerce of Norway in 1885, which has appeared in the leading newspaper, the "Morgenblad."

The Timber Trade.—The quantity of wood exported during the first 11 months of 1885 has been about 9 per cent. less than in the same period of each of the foregoing years, while the selling price, at any rate as regards the principal sorts, has been about the same as last year. Any difference that there may be is in favour of 1884, as prices this year have been a little weaker. Business has been for the most part dull. It was, however, a little more lively when war was expected between England and Russia, but even that prospect created no extensive speculation; but at the same time it brought about a few purchases of battens on Scotch account, which has very rarely been the case of late years.

The permanent increase in timber duties in Germany caused a greater export than usual to that country in the first half year, and the increase in the sales to Germany for the whole year will be about 20 per cent. greater than in 1884.

The most important feature in this year's timber export is the very large amount of planed wood which has been sent to Australia. There has never been so much shipped in any former year, and there is reason to believe that the greater part was sold beforehand. The greater part of what was sent on consignment, it is believed, was sent off early in the year, and will therefore have obtained very good prices when realised. For what has been shipped during the past few months the prospects are, on the contrary, anything but promising, since it can scarcely be expected that the demand can have so increased as to keep pace with the import into the colonies. It is chiefly white pine which has been sent to Australia this year, and this, together with some sales to Scotland and the increased shipments to Germany, in both cases sawn-white pine, have caused the stock of this kind of timber to be very small compared with red pine. Prices of logs in the Glommen river were, at the beginning of the year, 30 to 32 kroner (1*l.* 18*s.* 4*d.* to 1*l.* 15*s.* 6*d.*) per dozen of 24 feet, 9-inch top. At midsummer the average price was 26 kroner (1*l.* 18*s.* 10*d.*) for white wood, and 28 kroner

Prices.

(1*l.* 11*s.* 1*d.*) for red wood, and later in the autumn occasionally 1 or 2 kroner less.

The inland prices for sawn timber, especially dry battens fit for flooring, have not varied much during the year. The prices delivered in Christiania have averaged 12 to 13 ore (1*½**d.* to 1*¾**d.*) per 2 feet English, and 13 to 13½ ore (1*½**d.*) for red wood. For unseasoned battens for sale on delivery prices have been somewhat lower. The houses at Sannesund sold their stocks of battens in the autumn for 10*l.* 10*s.* for white wood, and 11*l.* 5*s.* for red wood per 2,520 feet 2½×6½ for seconds, while about 10*s.* lower had been accepted by merchants earlier in the year.

The selling price of planed wood has undergone no especial change in 1885. At the beginning of the year 7*l.* 7*s.* 6*d.* for firsts, and 6*l.* 17*s.* 6*d.* for seconds white wood was paid c.i.f. for Liverpool; at the same time for red wood 9*l.* 5*s.* to 9*l.* 10*s.* per standard for firsts, and 1*l.* 10*s.* less for seconds was paid. During the spring white wood firsts sold at 7*l.* 2*s.* 6*d.* to 7*l.* 5*s.* c.i.f. to Liverpool, while late in the summer and in the autumn prices rose 2*s.* 6*d.* to 5*s.*, and business was done for late autumn shipments at 7*l.* 12*s.* 6*d.* for white wood firsts.

The f.o.b. prices to Australia have been 6*l.* 5*s.* to 6*l.* 12*s.* 6*d.* for firsts and seconds white wood, and 1*l.* more for red wood per Petersburg standard for the thicker dimensions, with an addition for the thinner.

Prices for the more valuable kinds of timber, planed and sawn, have likewise been about the same in 1885 as in 1884, any difference that there may have been being in favour of 1884, nor has there been any special difference with regard to the quantities of these two chief sorts shipped; but it is, at the same time, satisfactory to note that planed wood is increasing at the expense of sawn wood.

Of the 9 per cent. decrease in the total quantity shipped this year against last year two-thirds fall upon mining timber and props, which articles have been at an exceptionally low price.

Since these kinds of timber are usually produced from the young forests there is no reason to regret that the production has been less in 1885 than in former years.

TOTAL Export of Timber from Norway.

							Res. Tons.
In 1885	..	..	..	..	..	..	856,000
1884	..	..	..	..	..	..	939,281
1883	..	..	..	..	..	..	945,156
1882	..	..	..	..	..	..	918,809
1881	..	..	..	..	..	..	881,991
1880	..	..	..	..	..	..	895,206

Value.

The value of the timber exported in 1885 is estimated at quite 32,500,000 kroner (1,805,000*l.*), and at the close of last year the export of 1884 was estimated at 34,000,000 kroner (1,880,000*l.*). The official statistics, which were published later, gave the value at 33,787,000 kroner (1,877,000*l.*). With regard to the prospects for the timber trade during the coming year, it is at this moment difficult to speak, but it is believed there is ground to hope that for spring shipments at least 10*s.* more per Petersburg standard will be obtained for planed white wood than was obtained at the beginning of last year.

It appears also that the leading firms now ask 8*l.* per standard c.i.f. to Liverpool for firsts white wood. The quantities of timber floated down the Glommen river in 1885 were 191,201½ dozen against 186,249½ dozen in 1884, 235,249½ dozen in 1883, 259,667½ dozen in 1882, and 234,242½ dozen in 1881.

Mining.—At the Kongsberg silver mines the production during the past year was about 7,300 kilos. of fine silver against—

							Kilos.	Mining. Silver.	Kongsberg mines.
In 1884	::	::	::	::	::	::	6,817		
1883	::	::	::	::	::	::	6,300		
1882	::	::	::	::	::	::	5,933		

The price of silver has fallen 6 to 7 kroner (6s. 8d. to 7s. 9d.) per kilogramme in the last six months, and is at present 123 to 124 kroner (6l. 16s. 8d. to 6l. 17s. 9d.) per kilogramme for fine silver. How prices will stand in the immediate future will chiefly depend upon the conclusion to which the United States Congress will come with regard to a silver coinage.

No division of the mining industry has awakened so great an interest as the occurrences of gold discovered of late years on the west coast. The business which has been done with these during the past year has not thrown any light on their real value. With the exception of the operations at the Oscar Company's mines, the works have not been carried on with that technical skill, without which all mining operations must be uncertain and inordinately expensive. Gold.

Although gold has been found in several places under proportionally promising circumstances, the acquisition of apparatus for the uniform examination of the veins, and to find out in which parts of them most gold is contained, has been omitted.

The discovery of gold on Bömmel Island has caused diligent searches in other places. It appears that gold does not occur so rarely as was at one time supposed. For instance, its discovery is proved at Hovde, in the parish of Sveen, in Søndhordland, where it appears in the quartz veins in gneiss, as well as in the parish of Ölve, in Hardanger, where it appears together with iron in the quartz veins in slate. At Hovde a trial has shown an average proportion of gold of something over 8 grammes per ton.

Copper.—Copper has continued to fall in price, and in the last half-year not more than about 80 kroner (4l. 8s. 10d.) per 100 kilos. could be obtained. As a result of this, the Røros works have lately taken steps to reduce the price of production, partly by introducing improvements in the mining machinery, and partly and chiefly by alterations in the smelting houses, so that many expensive operations in the smelting process have been done away with. Copper.

The Røros works have, besides the actual copper ore, an extensive export article in copper pyrites, which is especially produced at the Arvedals mine. Røros.

This mine lies about half a mile west of Nypladsen Station, on the Trondhjem Railway; the carriage from the mine to this railway station has been both expensive and difficult, and so long as there was this imperfect transport there could be no question of increasing the production of the mine. Efforts are now being made to support the works by largely increasing the production of this export article, and with this object 10 kilos. of railway from Arvedals level to Tyvold railway station have already been begun. This side line will be built on the same principle as the Røros Railway, and the traffic will be carried on with the material of that railway, for which the necessary agreements have already been concluded with the State. It is intended that the railway shall be ready late in the autumn of 1886. By this enterprise it is hoped that the production will be increased from 7,000 tons to 20,000 tons annually, which quantity, it is estimated, can be delivered from the mine. The cost of construction of this railway is estimated Extension of works.

at 150,000 kroner (8,330*l.*); the electric works will cost a like sum. The improvements in the mines are estimated to cost 25,000 kroner (1,400*l.*). For the extension and improvement of the works the sum of 325,000 kroner (18,000*l.*) is therefore required. This large sum was voted at the last general meeting, and the loan has been arranged for with the Trondhjems Savings Bank. It is to be hoped that the energy with which the Company seeks to make a future for itself may bear good fruit, and that the works in contemplation will be successful.

**Vignæs
works.**

The Vignæs Copper Works at Karm Island have somewhat decreased their business owing to the low prices; but, on the whole, their condition has been favourable during the year. Almost every year new lodes of ore are found in the mines.

A part of the ore which is most rich in copper is smelted on the spot. The copper pyrites is exported and used in sulphuric acid factories. The residue is then worked for copper, and what remains is then sold as iron ore to the iron works.

**Aamdals
works.**

The Aamdals Copper Works in Thelemarken are now beginning to use the new machinery which has been erected of late years, by which the cost of production has decreased to such an extent that the works can be carried on notwithstanding the low price of copper. These works have a sufficient supply of ore for many years to come.

Dalen.

On the Dalen property, in Hvideseid, an occurrence of pure copper and pure silver was discovered in 1884, appearing in a quartz sandstone of considerable volume and extent, where the metals appear to have collected. They, however, do not appear in such quantities that it can be said for certain if it will pay to work them. This discovery, which was at first in the hands of a Norwegian, has now been transferred to a French Company, who will probably sink a shaft to examine the place.

**Haugsum
mines.**

The Haugsum Copper Mines at Eker, which have discontinued work for the last few years, have once more been started during the past year with foreign capital. There is, however, no intention of carrying on the smelting works, but the ore will be exported.

Nickel.

The price of nickel has been extremely low, even down to 2 kroner (1*s.* 3*d.*) per kilogramme, and therefore most mines have produced very small quantities. The nickel mines at Evje, which are now worked on foreign account, have produced good ore containing 4 per cent. The Ringerike works have had very few men at work. The Bamble works, which have a considerable stock of the product on hand, have not been worked during the year. The Senjens nickel works have likewise somewhat decreased their production.

Hosanger.

However, several new mines have been started in the hope of better prices: for instance, at Hosanger, in Nordhordland, and at Stegen, in Salten. The deposit at the first-named place is that usual in "*Gabbro*." It looks well, and the ore contains on the average 2 per cent. At Stegen the ore appears in the chalk in narrow veins. It is unusually rich, but irregular, and in small quantities.

Stegen.

**Zinc.
Works at
Sövde.**

Zinc.—The zinc works at Sövde, in Rysfylke, have not increased their production during the year. At Lexviken, in North Trondhjems Amt, a deposit of manganese ore has been discovered. The trials have not yet been carried on far enough to give any certainty of its value, but the strata appear to follow close on one another, and to be of considerable extent.

**Lexviken.
Manganese
ore.**

Apatite.

Apatite.—The work at the apatite mines at Odegaard, in Bamble, which are owned by a French Company, was almost entirely stopped during the autumn, when nearly 300 men were suddenly dismissed. The reason

for this appears to have been the large amount in stock, valued at nearly 1,000,000 kroner (55,000*l.*), which cannot be brought into the market during the present fall in prices. When prices go up, no doubt a greater amount of business will be done.

Ice.—It is unfortunately a gloomy retrospect that has to be shown *Ice*. with regard to the ice-trade during the past year, and it is not going too far to say that the falling off last year was greater than in any previous year. Still, it must be admitted that the chances of a fair return on the capital employed in the ice-trade in Norway ought, on the whole, to be so good that in all reason a yearly profit ought to be counted on with certainty.

However, the cause of the bad state of the ice-trade is very clear. The good profits of certain years, as well as the facilities for procuring ice on marshy tracts, and on other land fit for damming up water (the profit from which is indeed little or nothing), has brought the production of ice in Norway up to an amount which unfortunately does not stand in proportion with the consumption abroad.

Therefore complaints are always heard, especially as the season advances, from foreign agents about the inexplicable amount of offers with which the market is always overstocked, perhaps most often occasioned by the transactions in the trade of these very gentlemen. Thus *Prices*. it is said that some English agents have already taken large orders on hand at 7*s.* 6*d.* for spring shipments to London, and to other places in proportion. The season of 1885 began with unheard-of low prices, for it must be remembered that freights fell at the same time lower than ever before; so low, even, that the ships can hardly have made any profit on the freights.

The price paid for spring shipments in London at the new year was 10*s.*, but when it appeared that the exporters were so eager to secure the few orders which were in the market, and when it happened that "native" ice was stored in great quantities abroad, prices fell rapidly, so that in the month of March spring cargoes were sold to London at 7*s.* 6*d.* and 8*s.*, and to other ports in proportion. However, in spite of these miserable conditions, a few loads of ice were shipped on consignment to London; but the result was so unsatisfactory that the experiment is not likely to be repeated, for it is said that the cargoes were sold at 5*s.* 6*d.* c.i.f. in London. Moreover, the price of ice did not rise during the summer. A few Norwegian shippers no doubt made an effort to hold on in the hope that the usual rise would take place in the summer; but notwithstanding this, the offers of ice from Norway were so large that orders were readily taken up for the summer at spring prices. This state of affairs remained the same during the season, and even the autumn did not bring any noticeable rise in prices. For example, a cargo was sold to Ostend at 12 fr. per ton d.w. for October and November, for ice delivered in Norwegian ports, at 1*s.* 6*d.* per register ton, at the same time. Circumstances remain unchanged, and there is no mention of higher prices than 7*s.* 6*d.* for London, and 8*s.* 6*d.* for Ireland, for spring shipments in 1886.

No new markets of any importance have been opened, but on the other hand artificial ice seems to be gaining ground more and more, especially in the great towns of the Continent.

The *Iron Shipbuilding* yards and workshops have given a more unfortunate result in 1885 than in 1884, but this is after all only the *Iron ship-*
natural consequence of the stagnation of the trade on which such works *building.*
depend.

No doubt a considerable amount of work has been brought to the workshops on the east coast by the active shipowners at and about Sandefjord, Tönsberg, and partly at Arendal, who continue to send expeditions to catch seals and whales, but at such depressed prices that the only gain must be in their being able to keep the skilled labour together.

The western and northern workshops, which are chiefly used for building cargo and passenger ships, have, on the contrary, been obliged to limit their forces of workmen, and also partly to decrease the hours of labour, circumstances which have widely extended effects on the welfare of this branch of industry.

Steamships.

The fleet of *Steamships*, both cargo and passenger, has increased very little during the past year, but it may be noted as a propitious fact that, of the ships added this year, proportionally a greater number were built in this country than before, although this cannot be taken as a sign that the shipowners acknowledge the advantages of building their ships at home; it appears as if the shipowners have only taken advantage of the want of work at the building yards to force prices down since the direct advantage has been so apparent. It is therefore much to be feared that even those shipbuilding yards which have not been at a loss for work have made greater sacrifices in keeping on their staff of workpeople than the year's accounts will show has been for their economic good.

Ships for Russian Government.

It is, however, certain that the building of iron ships as well as machinery has made great strides, both as regards cheap prices and excellence of workmanship, and that the workmen, as well as the foremen and constructors, have made great progress in the footsteps which have been made by the greater shipbuilding countries. Praiseworthy efforts have also been made to gain foreign customers, and not without success, since one of the Christiania building yards, which has already built whalers for private Russian Companies, are now also building steamships for the Russian Government. It is to be hoped that this beginning will attract more and greater orders, and this is by no means improbable, when it becomes known what the Norwegian shipbuilding yards can turn out, since so much of this sort of work is required, especially by the Russian Government.

Repairs to the home steamships have doubtless brought much work to the dockyards, but shipowners have been obliged to limit these repairs to those which are unavoidable, owing to the depressed circumstances under which steamships are now worked, leaving all others for better times.

For this reason and on account of competition the work at the dockyards has been much reduced in price.

Fisheries.

Codfish.

Fisheries.—The fisheries must be regarded as very satisfactory in quantity, especially with regard to the codfishery, which was above the average.

Lofoden.

The Lofoden fishery reached 34,000,000 codfish, which is a better result than for the last eight years. 21,500,000 were prepared as split cod, and the remainder made into "dried fish." The number of fishermen employed in the Lofoden fishery was 26,600, with 6,038 boats.

Finnmarken.

The codfishery in Finnmarken gave a result of 17,500,000 fish, of which one-half was made into split cod ("klipfish"), and the other half into dried fish ("törfish"). In this fishery 13,758 men, with 3,897 boats, were employed. The prices were much lower than in late years. While prices in 1883 were from 22 kroner to 35 kroner (1*l.* 4*s.* 5*d.* to 1*l.* 18*s.* 10*d.*) per hundred codfish, and in 1884 20 kroner on the average

(11. 2s. 2d.) per hundred, the price in 1885 was only 10 kroner to 12 kroner (11s. 1d. to 18s. 4d.) per hundred. The highest price received was 17 kroner (18s. 10d.) per hundred. The total result of the cod fisheries was 56,500,000 fish.

The spring herring fisheries resulted in a total of 100,000 hectolitres Herrings. against 120,000 hectolitres last year.

The price was 6 kroner 98 ore (7s. 8d.) per measure against 11 kroner 36 ore (12s. 6d.) last year. In the autumn 220,000 measures of herrings of good quality were caught, and the price fetched at the beginning was 11 kroner (12s. 2d.), but later it went down to 4 kroner (4s. 5d.)

At the Whale Islands from 60,000 to 70,000 hectolitres of herrings were caught, of which only the half were of good quality.

Many of these were sent to England in a fresh condition, preserved in a preparation containing boracic acid. The Iceland herring fisheries were a total failure.

The mackerel fishery proved satisfactory. Prices in England were, Mackerel. however, low on account of the large amount caught in May on the Irish coast. However, many cargoes of Norwegian mackerel fetched such good prices in England that there is no ground for complaint.

The salmon fisheries have, on the whole, given a very good profit, Salmon. and especially on the sea coast, where the profit was greater than in any previous year. This was especially the case in the districts of Bergen, Lister, Mandal, Trondhjem, and Stavanger. It must be mentioned that there were more fishing implements used than in any former year, and that the English fisheries were also very good.

Last year proved that the so-called American trout (*Salmo fontinalis*) Trout. has been successfully introduced to Norway. Some years ago the inspector of Norwegian fisheries caused some ova of this trout to be imported from America, and last autumn the fish spawned, and 80,000 ova have been placed in a hatching apparatus. This trout is noted for its rapid growth, and Norwegian water appears to suit it well.

Split cod (klip fish) is the most important of all the Norwegian Split cod. kinds of prepared fish, as in these days more than two-thirds of the cod caught is so prepared. The large amount prepared and French competition, as well as the outbreak of cholera in Spain (which is the chief market for Norwegian klip fish), made things look very doubtful at the beginning of the season, but it was soon proved that the demand was greater than could be expected under the circumstances. How difficult it is for Norway to compete with the French split cod is easily understood, since the French Government pays an export premium (prime d'exportation) of 16 fr. per 100 kilos., which is about one-third of the value of the fish. This premium is now paid on export by land, whereas formerly it was confined to export by sea. The value of the split cod prepared in Norway in 1885 is estimated at 10,000,000 kroner (555,550l.).

The roe trade has been satisfactory during the year. Norwegian Roe. roe is chiefly sold for the French sardine fisheries.

The result of the seal "fishery" was 71,359 seals, against 99,807 in Sealing. 1884, which represents a gross value of about 798,219 kroner (44,340l.), leaving a nett profit of only 22,219 kroner (1,230l.), owing to the low prices and great expense of the expeditions.

The price per skin for 1885 is about 4 kroner 32 ore (4s. 9d.) for young, 6 kroner 37 ore (7s.) for old, and 37 kroner 28 ore (2l. 1s. 6d.) for seal oil, against 3 kroner 60 ore (4s.), 5 kroner 50 ore (6s.), and 40 kroner (2l. 4s. 5d.) in 1884.

There were no mishaps to the 22 Norwegian sealing steamers, but Accidents. an English sealer, "Intrepid," foundered off Greenland with 50 tons of blubber. The crew was saved by the steamer "Cap Nor" of Drammen.

Whales. The whale "fishery" was very satisfactory indeed, more so than any previous year. Altogether 1,252 whales were caught, representing 25,000 casks of oil. 32 steamers were employed in this trade in 1885.

The bottlenose whales caught were only 600, giving about 6,000 bushels of blubber.

Shipping and carrying trade. *Shipping and Carrying Trade.*—The result of the Norwegian carrying trade was even less favourable in 1885 than in 1884. Freights in the principal trades in which Norwegian sailing vessels are engaged decrease every year, and the lowest point seems not to have been reached yet.

Spring freights. Spring freights from Norway to London were 19s. 6d., 19s., and 18s. 6d. for planed wood, and 7s. 6d. and 7s. 3d. for ice in the larger vessels. The same freights were paid to the cheaper Irish ports, i.e., to Waterford, Belfast, Kinsale, &c., and 1s. per ton more to Limerick, Cork, Bristol, Liverpool, and Glasgow.

Timber freights. The following freights were paid for timber. To Leith 14s. and 15s. per standard, 20s. to the coal ports on the West Coast, 18s. to Hull, Great Britain. 22s. and 23s. to Liverpool for planed timber, 21s. and 22s. to Cardiff, France. 30 fr. to 32 fr. to La Rochelle, St. Nazaire, and Rochefort, and 35 fr. and 37 fr. to Bordeaux.

Australia. The rates to Australia, to which country a large quantity of planed timber was exported from Norway, were 80s. and 77s. 6d. per Petersburg standard. Some large vessels obtained only 70s., but at the end of the year rates were again up to 80s. to Melbourne, &c.

London. Freights from the ports in the south of Sweden and Finland to London began with 35s., and went down to 32s. There was no demand for ships to Holland, as formerly. The rates from the Baltic ports to Holland. France were also very low, being 36 fr. to 38 fr. from South Bothnia to the North of France, for planks and battens; 46 fr. to 48 fr. to the Biscay ports; and 52 fr. to 54 fr. to Bordeaux.

France. Freights to the Mediterranean were also much lower than last year, being 68 fr. to 70 fr. from the Gulf of Bothnia to Cette and Marseilles, 72 fr. to 75 fr. to Barcelona, 70 fr. to Seville, and 70 fr. to 72 fr. to other ports in Spain and Algeria.

The political complications between England and Russia last year caused Norwegian ships to get much higher rates than before, especially from Russian and Finnish ports. Large quantities of grain had to be shipped from the Black Sea and from Libau and Riga, and for this steamers were chartered at very good rates.

In the last days of April, when war seemed unavoidable, there was a brisk demand for both steam and sailing vessels. Rates of 46 fr. to 48 fr. per standard, from Kotka to the north of France, and 57 fr. to 60 fr. to Bordeaux, were offered, but this did not last long.

White Sea. The rates of freight from the White Sea were proportionally low, and the demand for ships was much less than in previous years.

Canada. Freights were very low in the Canadian lumber trade, 50s. and 52s. 6d. for planks to London being accepted in the spring.

Pitch pine. Freights from the pitch pine ports, which in 1884 fell so low that no profit can have been made out of them, fell even still lower in 1885. For hewn timber 29s. to 30s., and for sawn timber 90s. to 95s., were paid from Mobile, Pensacola, &c., to the United Kingdom and the Continent, and 82s. 6d. for planks and deals from Ship Island and Pascagoula was accepted. These rates are so low, when the enormous expenses are taken into consideration, that it is hard to understand why so many ships are sent there in the winter.

Petroleum. The freights for petroleum have undergone the usual fluctuations, but as a rule freights were very low. The larger vessels were paid

from 2*s.* to 2*s.* 5*d.* from New York to ports in the United Kingdom, and 2*s.* 7½*d.* from Philadelphia to the Continent. From 3*s.* to 3*s.* 4½*d.* was paid smaller ships to the Baltic.

From southern ports of the United States, *i.e.*, Charleston, Resin and Wilmington, Savannah, &c., 2*s.* 6*d.* to 3*s.* 3*d.* for resin, and 4*s.* to 5*s.* for turpentine. turpentine was accepted to the United Kingdom and the Continent.

Coal freights from Newcastle and Wales fell so low last year that Coals. it could not be supposed that lower rates could ever be accepted; but this has been the case in 1885, and the rates from Cardiff were to Havana 8*s.* 6*d.* to 9*s.*, to Mantanzas 7*s.* 6*d.*, Aspinwall 12*s.* 6*d.*, Demerara 11*s.*, Rio Janeiro 15*s.* 6*d.*, and Cape Verde 9*s.* 6*d.*

It will thus be seen that the Norwegian sailing ships have not had a very satisfactory season in 1885, and prospects for the mercantile sailing fleet of Norway are anything but hopeful, especially for the smaller vessels, since steamers have superseded them in the carriage of Dutch barks, splitwood, props, ice, and coal.

The Norwegian steamship trade is, on the whole, very bad, and no Steamships. better than in 1884. Freights were so low at the beginning of the year that it was hoped that the rates must rise in the course of the year, but this they failed to do, with the exception of the short period when war was thought probable between England and Russia.

In the course of the year 60 sailing ships, of 12,000 tons burthen, Ships built were built in Norway, and 90 vessels, of 56,000 tons, were bought and bought. from foreign countries. If the ships lost are estimated at a corresponding number, with an aggregate of 45,000 tons, the increase will be 23,000 register tons. The whole Norwegian sailing fleet on the 1st of January, 1886, contains 7,400 vessels, with a tonnage of about 1,500,000 tons.

In 1885 22 steamships, of 3,540 tons burthen, were built, and five steamers were bought, from abroad. The total tonnage of the Norwegian mercantile steam fleet amounts to 110,000 tons.

Wood Pulp.—The wood pulp industry has given a slightly better result Wood pulp to the manufacturers in 1885 than it did in 1884. The average sale price prices. in 1885 may be estimated at 3*l.* 2*s.* 6*d.*, a few small lots having been sold at 3*l.* 3*s.*, and perhaps a little more, while in 1884 a higher average price than 3*l.* per ton was scarcely obtainable for mechanical wood pulp free on the railway at Hull. This apparent enhancement of price has not been of much good to the producers, as they, as usual, in the autumn of 1884, had taken contracts for the next year's production at the low prices then prevailing. The rise in price in the middle of the year gave rise, of course, to great hopes for the future, and especially for the sale of the wood pulp to be produced in 1886, but unfortunately most of the manufacturers did not understand how to avail themselves of the favourable opportunities, and just at the end of the year another fall in prices occurred through a needless and meaningless competition for the next year's contracts. This is the more to be regretted, since it is proved that there is no over-production of wood pulp, but that on the contrary the consumption keeps pace with the production; and although there is this year also a considerable increase in the latter to be noticed, it happened, as usual every year in the months of November and December, that the demand for mechanical wood pulp surpassed the supply, and that many orders from abroad could not be executed. If there was more unity among the Norwegian manufacturers, there is no doubt that they would have it partly in their power to fix a price for their goods which would assure them a reasonable and satisfactory

profit. It is to be hoped that the larger exporters will keep their eyes open to this fact.

Export. The total export during the first 11 months of 1885 was about 85,000 tons, and the production for the whole year is estimated at about 100,000 tons.

	In 1884 were sold	..	..	..	..	Tons.
	1888	"	..	..	..	77,822
	1882	"	..	..	..	70,464
	1881	"	..	..	..	58,884
	1880	"	..	..	..	42,194
			..	..	..	26,055

At present several extensions of existing factories and the building of new ones are projected, so that the production in 1886 will certainly be very much greater than ever, and therefore the building of new factories is to be strongly disapproved of, since it will only have the effect of forcing down prices and of ruining an industry which is full of good for the country, for since the export in 1880 was 26,000 tons, and had increased in 1885 to 85,000 tons, it is evident that this trade, like all others, has its limits, and that if it is forced too much it must bring loss instead of profit.

Cellulose. *Cellulose.*—There were five factories at work in 1885 for the manufacture of cellulose (chemical wood pulp), two of which were burnt down during the year. There is a very large factory being built, which will start work in February, 1886. In the first 11 months of the year about 2,800 tons were exported.

Spirit distilleries. *Spirit Distilleries.*—There are at present 25 spirit distilleries in Norway, but three of these are not being worked at the present time.

The price of raw spirit per litre, 50 per cent. strength, was about 75 ore (9d.) during the summer and autumn, but at the end of the year the price was about 84 ore (10d.) per litre.

The distillation of spirit was carried on during the last year with loss, which was partly caused by over-production and consequent strong competition, and partly by low prices abroad.

From the autumn all the distillers in the country have made an agreement for three years to arrange the price of raw spirit, so that it will not answer to import corn or potato spirit from abroad.

Breweries. *Breweries.*—The past year was so far favourable to the brewers in that barley and hops were of good quality and somewhat cheaper than in the previous year, but on the other hand the business done, both at home and abroad, has been a great deal less. The profits on the business, say, at any rate, be looked upon as having been satisfactory.

The number of breweries increased last year from 45 to 47, but of these three were not worked in 1885.

Besides the home consumption having decreased, the export of beer, which once promised such great things for the country and the breweries, has decreased considerably in the last year. The export in the first 11 months of 1885 was 1,043,700 litres, and probably reached 1,100,000 litres for the year against, in 1883, 1,979,000 litres, and in 1884 1,515,000 litres.

Butter. *Butter.*—The production of butter increases steadily and evenly. Several new dairies have been started in the last year. The export of butter has been small since prices abroad were so low, and the sale of butter having decreased in the country, prices have naturally at times been depressed.

Margarine *Margarine* has been manufactured to a very great extent, and two new factories have been started in Christiania during the last year.

This article finds a very even and quick sale at good prices both in this country and abroad, especially in England and Sweden.

Matches.—No new match manufactories were started during the past year, but one has been enlarged. The export during the first 11 months of 1885 reached 3,314,595 kilos., against 2,916,844 kilos. in the same period of 1884 from Christiania alone, and the export from the whole country has probably been 3,600,000 kilos., against 3,177,000 in 1884. The home consumption is certainly not less than 400,000 kilos. Prices abroad have been continually falling during the past year, and although the production, as will be seen by the increased export, has certainly been forced by most of the manufactories, so as to be able to produce the article cheaper, it can hardly be supposed that the match industry has left any particular profit to the manufacturers; on the contrary, it is a question whether the prevailing low prices have not rather brought a loss, at any rate to the smaller factories. It is true the greater use of a newly-invented machine for making boxes during the past year has partly helped to make the production cheaper, but by no means so in proportion to the lower selling prices.

The *Nail Factories* have carried on a somewhat smaller business during the past year than in 1884. The agreement which was come to in December, 1884, between the Swedish and Norwegian nail-makers has had a good result, but since the consumption has been much less both here and in Sweden on account of the bad times, a great deal of the produce has been exported at prices which can scarcely have given a satisfactory profit.

The *Horseshoe Nail* trade, in spite of the poor profits which it has given of late years, is still increasing, since many of the smaller makers have already increased or are increasing their machinery. With this threatening increase of competition there is certainly a danger that prices will fall still lower. In the meantime the export business employs a very important number of workmen for such a small country.

Tourists.—The number of tourists in 1885 was not quite so large as in 1884 but after all considerably larger than could have been at one time expected. A return from the Statistical Central Bureau has given the number of foreign visitors to Norway, from June to September, at 8,000 persons, but the author himself confesses that his materials for calculation were very imperfect, and there is every reason to believe that the number was at least 12,000, if not more, and that by them the country, in a way, received a gross income of from 4,000,000 kroner to 5,000,000 kroner (220,000*l.* to 280,000*l.*). If this is right, then the returns of foreign travellers for the foregoing year were a great deal too low. The year 1885 appears as a poor year compared with 1884 in this respect, since at the most there were only three-quarters of the number of foreign tourists which visited this country in 1884. There are several obvious reasons for this decrease. The weather was on the whole unfavourable, and the political horizon abroad so hazy in the spring that many who wished to travel stayed at home.

The North Cape was the goal for many travellers. The capital way in which the "Bergenske" and the "Nordenfjeldske" Steamship Companies performed their duties to the tourists has called forth the general and entire approbation of the travellers: the two companies have made a good name for themselves, and, while doing a good business—in any case they will do so for the future—have brought a large sum of money into the country and put it in circulation.

This year English steamers have begun to compete with the Norwegian, by which the country will receive a smaller income from foreign tourists than it otherwise would have done. Still, this stream-

of travellers, which leaves London and returns there, is not without economic importance to Norway..

In 1885 the actual number of tourist ships was double what it was in 1884, and there is every probability that in a few years it will be still more increased. Never, in any previous summer, has there been such an active steamship traffic along the coast of Nordland and Finnmarken. There were five steamers each week from Trondhjem to the North Cape during the tourist season.

Emigration.

Emigration to America has been steadily and importantly decreasing of late years.

According to the returns from the Statistical Bureau at Washington, 12,181 emigrants from Norway arrived in the United States in the past year to the 30th June. In 1882 the number to the same date was 29,101, in 1883 23,398, and in 1884 16,974.

Railways.

The *Norwegian Railways* have received no extension during the past year, unless the entirely preliminary arrangements which have been made for constructing the Norwegian side of the Ofoten-Luleå railway, which have been sanctioned, are taken into account. The length of the railways is therefore unchanged, and is 1,578 kiloms., i.e., state railways 1,510 kiloms. and the main line (Hovedbane) 68 kiloms.

Returns.

During the first 10 months of the present year the railway returns have given on the whole a satisfactory result from an economic point of view.

The total receipts, viz., 5,948,000 kroner (330,000*l.*) this year, against 6,087,000 kroner (338,000*l.*) last year, are certainly about 2 per cent. less than in the same period of last year; but looking at the very depressed state of all branches of industry, it is satisfactory that the falling off has not been greater. Of the decrease, 42,000 kroner (2,333*l.*) falls on the passenger traffic, and 90,000 kroner (5,000*l.*) on the goods traffic.

Hovedbane.

The traffic returns of the main line show that the months of January to May gave a much smaller income than last year, while on the other hand the months of June to October were more profitable than last year. If this result is caused by any but ordinary circumstances cannot be said for certain at present. The income from the passenger traffic is almost the same as last year, but in the goods traffic there appears, on the other hand, a decrease of about 60,000 kroner (3,333*l.*), or somewhat over 5 per cent.

This decrease is divided evenly between the local traffic and through traffic with the Norwegian State and the Swedish railways. The surplus of the main line for the financial year 1884-85 was 580,000 kroner (32,222*l.*).

Dividend.

The shareholders received a dividend of respectively 6½ and 5½ per cent. for preference and ordinary shares, and about 100,000 kroner (5,550*l.*) was carried over to be written off the capital account for the upkeep of tunnels, purchase of locomotives, &c.

State telegraphs.

During the first 10 months of the year 1885, 419,755 inland and 322,249 foreign telegrams were sent, against 421,486 and 341,527 in the same period of 1884.

The gross receipts for the same period were about 1,045,000 kroner (58,000*l.*), against about 1,099,000 kroner (61,000*l.*) in 1884.

Money market.

Money Market.—The large loans which were contracted during the year caused no disturbance on the money market. The rate of discount remained unchanged at 4½ per cent., and the Savings Bank interest on deposits at 3½ per cent. In April the municipality of Christiania contracted a loan of 3,000,000 kroner (166,000*l.*) with the Commercial and Discount Bank of Hamburg upon terms advantageous to the community.

It attained a price of $98\frac{1}{10}$ per cent., which is even a little higher than the price which the Finance Department received for the last State loan.

Some weeks later the "Hypothek" Bank concluded a 4 per cent. loan for 20,000,000 kroner (1,055,500*l.*), with the same association of inland and foreign banks which had undertaken the loan of last year, and who undertook the whole loan until the month of May at a course of 97 per cent.

At the close of November the same association took over the last loan of 28,000,000 kroner (1,555,500*l.*), which the directors of the Hypothek Bank had up to that time had at their disposition, and thereby, with the help of competition, the price was brought up to 97.55 per cent. With this the Hypothek Bank's loans is ended, and it is probable that the directors will for the future resort to their former rule of offering the bonds to the public without enhancing the price by middle men.

The transactions in mortgage bonds have been considerable during the year, and buyers had, as a rule, to be content with $4\frac{1}{2}$ per cent. interest for primary mortgages. Mortgages.

Notwithstanding that the accounts of the Bank of Norway show a decrease in the reserve coin, so that it is probably more than 4,000,000 kroner (222,200*l.*) less than at the commencement of the year, and that there is no sign of any immediate improvement in the commercial balance of the country, yet there is nothing that predicts a smaller supply of money, or that the rising rates of discount abroad have exercised any influence here.

The surplus of the State funds has been increased in 1885 as in 1884, while in the middle of December, 1884, it amounted to about 7,500,000 kroner (417,000*l.*). In 1882 and 1883 it amounted to only 4,000,000 to 4,500,000 kroner (222,200*l.* to 255,500*l.*). It had at the same date in 1885 risen to 9,500,000 kroner (527,000*l.*), and the increase at the end of the year should therefore be about 2,000,000 kroner (111,100*l.*). One reason for this increase is that both the budgets for 1884-85 and for 1885-86 were made up with a surplus together of 1,282,000 kroner (71,220*l.*), of which about the half, or over 6,000,000 kroner (33,330*l.*), falls to 1885. Several of the chief sources of income in particular have during 1885 brought in more than was estimated in the budgets. For the financial year 1884-85 the Customs receipts alone show a surplus of 1,337,000 kroner (74,280*l.*), the spirit duties 422,000 kroner (23,400*l.*), the malt duties 116,000 kroner (6,440*l.*), and the Kongsberg silver mines 141,000 kroner (7,833*l.*), making together a little over 2,000,000 kroner (111,110*l.*), which is only to a very small degree counterbalanced by deficits under other heads. State funds.

In the second half of 1885 also the Customs duties have brought in, to the end of November, nearly 10,000,000 kroner, which is more than was estimated, while in the same period of 1884 it was a little more than that sum, the difference being about 140,000 kroner (7,770*l.*). But since there is already some decrease under this heading, it is to be feared that a greater decrease threatens both this and others of the chief sources of State revenue. It can hardly be expected that this state of affairs could continue to be influenced so little as it has been hitherto by the depressed circumstances under which so many of the principal trades have been worked. A very careful financial policy will therefore very soon become imperatively necessary.

The harvests suffered in 1885 from the very wet and cold summer which prevailed all over Norway. Harvests.

Hay. The hay crop was hardly up to the average, while the grain harvest was below the average.
 Grain. The potato crop was much below the average.
 Potatoes. The fruit harvest was also unsatisfactory, and the vegetables suffered severely from the early and severe frosts in the autumn.
 Fruit.
 Vegetables.

APPROXIMATE Return of the Chief Articles Imported into Norway in 1885 compared with 1884.

Articles.		1884.	1885.
Butter	Kilos.	3,466,910	3,794,041
Rye	"	142,882,020	174,344,294
Barley	"	43,053,230	45,525,603
Malt	"	1,244,070	652,886
Rice	"	2,414,170	2,730,470
Tea	"	72,978	74,469
Coffee	"	7,372,470	7,899,231
Sugar	"	12,895,590	9,801,344
Molasses	"	5,663,430	4,321,887
Tobacco	"	1,917,700	1,989,788
Spirits in cask	"	798,949	683,466
Wine in cask	"	1,487,330	1,425,051
Cotton	"	2,320,420	2,011,409
Hemp	"	3,230,060	2,828,197
Woollen goods	"	1,281,750	1,107,683
Petroleum and parafine	"	11,039,350	10,415,439
Salt	Hectolitres	1,226,585	908,725
Coal	"	7,193,193	8,207,406
Machinery	£	164,350	123,770

APPROXIMATE Return of the Chief Articles Exported from Norway in 1885 compared with 1884.

Articles.		1884.	1885.
Dried fish	Kilos.	12,874,890	16,633,673
Split fish	"	37,665,880	37,860,583
Fat herrings	Hectolitres	475,723	587,867
Other herrings.. .. .	"	265,079	159,925
Butter	Kilos. .. ..	.. ..	1,646,820
Cotton yarn	"	149,070	122,972
Boot leather	"	175,980	156,633
Roe	Hectolitres	40,125	64,045
Cod liver oil	"	125,264	145,243
Fish guano	Kilos.	8,081,200	7,932,877
Oats	Hectolitres	102,323	153,108
Beer	Litres	1,515,511	1,118,573
Ice	Registered tons	489,970	227,696
Timber.. .. .	"	939,231	859,769
Wood pulp (wet)	Kilos.	65,016,610	79,263,022
" (dry)	"	11,602,080	14,198,901
Matches	"	3,177,120	3,772,797
Apatite .. .. .	" .. ..	.. ..	1,541,744
Pyrites.. .. .	"	68,303,290	49,977,200
Copper ore	"	4,675,160	3,148,120
Nickel ore	"	1,123,300	56,640

THE Timber Trade of Norway in 1885. (a.) Countries to which Timber was Exported.

Countries.	Hewn Wood.	Sawn Wood, Planks, Battens, &c.	Balks.	Spars.	Mining Timber.	Balks, Sleepers, &c.	Sticks.	Tufers.	Danish Timber.	Pitprops.		Staves.	Splitwood, Firwood, &c.	Total.
	Reg. tons.	Reg. tons.	Reg. tons.	Reg. tons.	Reg. tons.	Reg. tons.	Reg. tons.	Reg. tons.	Reg. tons.	Over 19 diameter.	Under 19 diameter.	Reg. tons.	Reg. tons.	Reg. tons.
Sweden ...	434	1,357	790	...	...	...	15	...	...	...	...	84	...	...
Denmark ...	2,174	17,033	790	...	443	...	...	...	4,894	...	...	77	9,965	10,932
Iceland and Faröe Islands	34	2,327	...	5	3	...	...	...	614	...	4	80	1,335	27,492
Germany ...	812	28,237	8,303	128	...	8,880	...	883	136	...	...	4,454	180	3,076
Austria ...	47,263	2,678	...	...	...	...	...	...	...	...	...	...	...	52,013
Great Britain and Ireland	119,913	75,730	18,716	2,377	88,865	3,320	17,299	2,181	...	41,949	81,120	23,831	28,312	49,946
Holland ...	33,353	7,869	6,948	172	190	877	...	5,320	321	105	31	1,551	65	503,103
Belgium ...	6,632	37,620	...	61	492	...	...	...	...	...	...	...	...	56,900
France ...	26,735	54,837	1,175	87	108	68	321	...	...	50	33	3,463	2,847	44,805
Spain ...	3,333	4,332	...	...	...	48	...	...	...	...	...	378	...	8,186
Portugal ...	412	466	...	...	...	...	...	...	...	...	...	...	...	878
Italy ...	350	571	...	33	...	...	...	...	...	...	...	...	...	854
Africa ...	946	...	2,497	24	...	524	24	...	...	...	...	...	...	8,027
La Plata ...	469	85	25	7	...	...	...	...	...	...	...	...	...	586
Brazil ...	...	1,773	...	...	...	...	...	...	...	...	...	...	...	1,773
Total for 1885	245,986	236,011	39,359	3,094	90,301	14,017	17,661	8,380	6,685	42,123	81,198	33,928	42,405	890,387
" 1884	238,964	243,920	52,708	15,109	122,602	9,146	11,975	9,351	7,595	53,082	96,727	39,969	39,308	939,231

(b.) Ports from which Timber was Exported.

Ports.	Hewn Wood.	Sawn Wood, Planks, Battens, &c.	Balks.	Spars.	Mining Timber.	Balks, Sleepers, &c.	Sticks.	Tuffa.	Danish Timber.	Pitprops.		Staves.	Split-wood, &c.	Total.
										Over 19 diameter.	Under 19 diameter.			
Frederikshald...	20,990	19,100	3,284	230	422	389	...	...	...	6,058	19,255	2,763	1,671	74,132
Fredrikstad...	123,665	22,118	256	...	...	931	37	...	...	252	261	9,730	13,178	170,317
Sarpsborg...	...	13,187	...	...	...	...	34	...	...	...	112	296	6,026	19,654
Moss...	...	7,144	...	25	...	...	...	115	...	142	2,696	...	...	10,122
Christiania...	30,496	21,143	...	1,180	4,868	660	4,120	4,254	...	9,192	10,620	844	2,927	90,328
Drammen...	48,562	13,270	2,361	224	...	7,397	37	...	...	3,273	10,733	7,568	1,880	95,235
Holmestrand...	...	210	766	11	...	...	...	178	121	647	3,626	109	33	5,900
Tonsberg...	...	749	...	...	...	...	...	...	...	32	435	...	...	1,216
Sanderjord...	...	81	...	...	...	...	...	...	...	...	62	67	563	1,763
Laurvik...	12,192	9,465	5,145	416	...	1,316	281	713	...	666	12,743	2,353	1,864	48,154
Skien...	6,752	10,076	6,231	96	4,513	48	6,080	...	...	481	1,060	573	1,685	37,594
Porsgrund...	1,169	6,045	6,503	254	15,374	472	4,152	...	...	130	4,145	1,406	531	40,180
Brevik...	...	654	2,866	105	6,091	...	268	...	145	412	81	57	62	10,731
Kragerø...	...	8,218	6,012	195	8,623	2,088	2,454	1,220	666	1,916	3,639	520	3,128	38,477
Osler...	...	7,244	1,239	4	4,579	...	...	1,902	431	9,565	3,643	...	3,393	32,200
Osler...	...	3,512	156	...	4,531	...	...	...	...	2,137	476	146	1,073	12,030
Tvedestrand...	...	12,656	2,462	3	18,548	...	...	...	64	1,223	306	...	1,767	37,131
Arendal...	12	6,156	...	...	6,882	...	...	...	1,059	11	189	...	273	12,611
Grinstad...	...	1,295	...	118	1,473	...	...	...	...	224	...	257	...	4,416
Lillesand...	...	21,309	809	...	12,119	436	...	...	2,990	3,373	4,676	1,450	1,167	48,359
Christiansand, S.	...	3,406	...	...	643	757	...	...	689	757	250	834	...	6,564
Mandal...	...	306	878	60	60	...	...	...	...	62	396	3,766	1,216	42,123
Trondhjem...	...	10,101	...	...	703	...	...	...	...	...	177	216	...	11,196
Namsos...	...	902	424	173	747	...	198	7	...	1,170	1,627	956	...	10,968
Other ports...	...	...	...	...	...	280	...	...	...	...	...	...	...	...
Total	246,936	236,011	39,359	3,094	90,201	14,017	17,661	8,389	6,065	42,123	81,198	33,928	42,405	890,387

TABLE of Quantities of Fish and Fish Produce on which Taxes were paid in Nordland and Finnmarken in 1885.

Class.					Measure.	Quantity.
Herrings	..	..	..	..	Barrels	642,966
Cod liver oil	..	..	..	..	"	114,041
Liver	..	..	..	..	"	2,519
Roe	..	..	..	..	"	42,876
Dried fish	..	..	..	..	Kilos.	19,798,039
Split cod	..	..	..	..	"	2,251,810
Other fish salted in ships	..	..	..	..	"	8,100,985
"	"	"	"	"	Barrels	2,125

PART II.—REPORTS FROM VICE-CONSULS.

Frederikshald (Vice-Consul Wiel).

The export of timber from this port in 1885 was 74,132 tons, of Timber, which 41,840 tons were for Great Britain.

Prices have ruled very low, and the result of the timber trade has been very unsatisfactory to the shippers.

The export of wood pulp has been about the same as last year; the Wood pulp export of lucifer matches has been increasing; and the export of hewn and matches. Granite.

The import of English goods has been about the same scale as last Imports. year.

RETURN of all Shipping at the Port of Frederikshald in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	1,648	7	6,005	14	7,653
Norwegian and Swedish	388	37,001	310	17,680	698	54,681
Other countries	59	6,510	11	3,345	70	9,855
Total	454	45,159	328	27,030	782	72,189
" for the year preceding	556	52,111	375	31,107	931	83,218

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	1,648	6	4,779	13	6,427
Norwegian and Swedish	462	52,631	337	27,775	799	80,406
Other countries	70	7,427	18	5,463	88	12,890
Total	539	61,706	361	38,017	900	99,723
" for the year preceding	582	60,843	411	46,674	993	107,517

Fredrikstad (Vice-Consul Thüs).

British shipping.

The number of British ships which entered this port in 1885 was 38, of the aggregate tonnage of 17,001 register tons. They all came in ballast.

Timber.

This number is six vessels less than in 1885, but several were of a great size, and the tonnage surpassed that of 1884 by over 4,000 tons.

Prices.

An unusually large export of flooring boards to the British Australian colonies has taken place, principally in British vessels which have been chartered at rates considerably lower than what the Norwegian owners have accepted.

Export.

The price of the different kinds of timber has ruled about the same as the preceding year, and has not left much profit to the shippers, as the competition in Sweden and Finland has been greater than ever, owing to the number of steamers which were thrown into the freight market in 1885.

Herrings.

The export of wood from Fredrikstad was 170,245 tons altogether, while the quantity shipped to Australia was 38,000 tons, or three times more than last year. This is the largest quantity that has ever been shipped in one year, and the greater part was sold f.o.b., and very little sent on consignment. The whole export of wood from Norway in 1885 was 856,000 tons, consequently one-fifth of this was from Fredrikstad.

Sarpborg.

The herring fishery proved once more a failure, as the quality was very indifferent, with the exception of a few thousand barrels, which were shipped fresh to the English market. The total fishery was only about 20,000 barrels.

No British vessel visited Sarpborg in 1885, and the shipping from that port has been as usual very small.

Moss (Acting Vice-Consul Johannesen).

Rye and coals.

The trade of Moss in 1885 differed very little from that in 1884. There was an increase in the amount of rye and coals imported. The former comes from the Black Sea in British vessels, and the latter entirely from Great Britain.

Timber.

The timber trade has been in the same bad condition as in the former year, and the amount exported has been less.

Wood pulp.

Wood pulp sold at a low price, but must have made at any rate a small profit.

Ice.

Last year very little ice was exported from this district, since the winter of 1884-85 produced a very large quantity which could not be sold to pay.

Freights.

There was a rise in freights in the spring owing to prospects of war, but they fell again in the summer. Freights from England to Moss were about 4*l.* per keel for coals, and to England the rates were from 14*s.* to 14*s.* 6*d.* per Petersburg standard.

Shipbuilding.

No new ships were built in Moss last year.

British capital.

British capital is not employed in any business in this port or district.

RETURN of all Shipping at the Port of Moss in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	5	4,185	5	7,185
Norwegian	96	26,471	46	20,892	142	47,363
Swedish	21	906	15	5,500	36	6,306
Danish	27	2,366	11	3,249	38	5,615
German	22	1,404	8	2,605	30	3,409
Other countries	2	284	1	306	3	570
Total	168	31,311	87	36,137	254	67,448

Total for the year preceding, 227 vessels, 58,966 registered tons.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	260	2	728	3	986
Norwegian	44	19,569	39	10,776	83	30,675
Swedish	2	210	6	2,233	8	2,593
Danish	8	509	5	1,962	13	2,471
German	2	100	4	951	6	1,051
Other countries	2	195	1	306	3	503
Total	59	21,243	57	17,004	116	38,247

Total for the year preceding, 151 vessels, 21,200 tons.

Drammen (Vice-Consul Gram).

The trade of this port has been very depressed during the year 1885.

The timber trade has not been remunerative, but shippers have not had such heavy losses as most of them had in 1884. The production has been on the same limited scale as last year, and stocks at the end of 1885 are lighter than for many years.

The total amount of timber exported to Great Britain was 57,964 register tons, and to Australia 5,731 tons out of a grand total of 94,479 register tons.

The wood pulp business is progressing in this district, and most of the produce from the mills along the Drammen river is exported via Christiania by the direct lines of steamers.

The export from Drammen has, however, increased considerably, and the tendency is to ship more and more from Drammen. Prices have been low, but firm and fair prices have been realised.

The total export of wood pulp from this port was 17,662 tons, of which 8,902 tons went to Great Britain.

Paper is mostly shipped via Christiania, but 240 tons were shipped direct from Drammen to Great Britain.

The total export of ice from Drammen was only 6,268 tons against 35,279 tons in 1884. Prices were unremunerative.

The import of British produce is slowly but steadily increasing. Imports. The following are the principal articles imported to Drammen from Great Britain:—Coals and coke, 422,615 hectolitres; iron, 917,190 kilos.; machinery, value about 1,000*l*.

Freights.

Freights have been lower than ever all through the year. Shipowners lost money with a few exceptions; and old wooden vessels have been sold during the year at unheard-of low prices. No old English vessels have been bought this year, as was usually the case.

Shipping.

The tonnage cleared for Great Britain and the Colonies was 78,454 tons.

RETURN of all Shipping at the Port of Drammen in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	374	5	4,040	8	4,414
Norwegian	268	59,146	16	5,472	284	64,618
German	22	1,629	2	299	24	1,928
Danish	11	765	15	4,488	26	5,253
Swedish	9	526	13	4,760	22	5,276
Other countries	14	2,671	1	549	15	3,220
Total	327	65,611	52	19,598	379	84,709
„ for the year preceding	464	103,125	51	16,822	515	119,947

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	513	15	8,409	19	8,922
Norwegian	397	92,569	53	21,021	450	113,590
German	39	2,777	1	149	40	2,926
Danish	29	1,919	10	3,080	39	4,999
Swedish	11	706	18	6,293	29	7,004
Dutch	16	2,067	1	549	17	2,606
Other countries	3	1,465	...	...	3	1,465
Total	499	101,996	98	39,506	597	141,502
„ for the year preceding	607	126,017	90	33,384	697	159,901

Tönsberg (Consular-Agent Monsen).

Freights.

Freights have been very low during the past year, especially in the Baltic and Canadian lumber trade. Some vessels were laid up during the whole year, and a great many only made one voyage, so as to keep the vessel in good trim. Most shipowners have lost money; only the large and advantageous vessels having given any nett profit. Prospects for the future are also very bad, and many sailing vessels will very likely be laid up next summer, and were it not for the whale and seal-catching vessels, which employ a large number of men, many sailors would fail to find employment. No sailing vessels were built here in 1885, and very few were brought from foreign countries.

Insurance.

Shipowners complain of the heavy premiums they have to pay for the insurance of their vessels, since at present their value is merely nominal and very low. The mutual insurance companies have not had many losses in the past year. However, as the shipping trade as a rule only brings loss to the owners, it is probable that they will now send their vessels to sea either uninsured or only insured in part.

There has been very little export from this place during the past year on account of the low prices. There was shipped to Great Britain 1,397 registered tons of ice, 40 tons of guano, about 300 tons of whale oil, and about 350 standard of timber. Exports.

There arrived 49 vessels from England and Scotland loaded with 12,000 tons of coals during the past year. Besides these there came three vessels with 800 tons of salt from Liverpool, and two British vessels with hemp from Riga. All other merchandise was imported via Christiania and Laurvig; 43 vessels arrived from British ports in ballast. Imports.

Three new whaling steamers have been built during the past year, and one for seal catching. A larger number of whales were caught last year than ever before, but they were mostly of small size, and gave a smaller quantity of oil than usual. There has been a demand for preserved whale flesh. The price of oil has been about 20*l.* a ton, instead of 27*l.* last year. The whale guano only fetched 10*s.* per 100 kilos., against 16*s.* the year before last. Very small profits have been the result of this expensive undertaking. About 700 bottlenose whales were caught, which gave about 600 tons of oil. This oil was formerly very expensive, but last year there was a great fall in the price, from 44*l.* to 25*l.* per ton. The sealers from this district caught 67,000 seals, which gave 1,000 tons of oil. The seal skins and seal oil fetched about the same prices as in 1884. The blubber was formerly melted in Hamburg, but a large factory has been built here for boiling the oil, and last year it was all boiled here. Whale and seal catching.

Large quantities of herrings were caught about here last year, but Herringa the quality was inferior to those caught on the west coast, and could hardly be sold at any price.

The codfishery on the banks failed, and the shipowners suffered loss. Codfishery. The British Greenland steamer "Intrepid" was lost in the ice, and the crew were saved by two Norwegian sealers. One of them also saved about 3,400 sealskins, which were sold here on account of the underwriters. The trade of last year brought, on an average, loss in all branches, and prospects for the coming year are worse than ever.

RETURN of all Shipping at the Port of Tönsberg in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	157	...	...	2	157
Norwegian	242	59,606	3	1,524	245	61,129
Swedish	78	514	...	...	78	514
Danish	3	180	...	...	3	180
Dutch	2	251	...	...	2	251
Total	327	60,707	3	1,524	330	62,231

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	157	1	377	3	534
Norwegian	210	54,461	7	3,956	217	58,417
Swedish	5	42	...	...	5	42
Danish	3	180	...	...	3	180
Dutch	3	316	...	...	3	316
Total	223	55,156	8	4,333	231	59,489

Laurvik (Vice-Consul Christiansen).

Trade.
Timber.

The trade from this port has been much the same in 1885 as in the foregoing years. The export of timber of all sorts has, however, diminished in the past year.

Ice.

Hardly any ice was sold for spring delivery, and only three English vessels were employed in the ice trade here during the summer.

Herrings.

There was a pretty good herring fishery last year in this district, but the demand was not sufficient to induce fishermen to take all that might have been fished.

Whales.

The Whaling Company caught a great many whales last year, but they were of small size, and the prices of oil and whalebone being low the results were not very satisfactory.

Census.

From the census of January 1st, 1885, *Laurvik* has 11,500 inhabitants, or an increase of 3,650 in the last 10 years.

Porsgrund (Consular-Agent Franklin).

Trade.

The trade of this district during the past year has been dull and much smaller than in 1884, the values of all articles of export having been very depressed.

Timber and
ice.

The chief articles of export to England are timber and ice, and have been little in demand, and what has been sold, especially ice, has been sold at figures barely covering the cost of production, and frequently at a loss. Over production seems to be the chief evil.

Shipping.

There have been 20 British vessels less at this port than in 1884, equal to 5,414 registered tons, a striking proof of the deplorable state of the ice trade, which is invariably carried in English vessels. There have been 63 vessels of all nationalities cleared out from *Porsgrund* less in 1885 than in 1884, representing 16,681 registered tons, which proves the great falling off in all branches of export.

Imports.

The imports continue on the same limited scale, coal being the only article worthy of note from England.

Steamers.

There is now a weekly line of steamers from *Skien* passing here to Newcastle and Middlesbrough, and fortnightly from here to London, running back to Christiania.

Harvest.

The crops in 1885 were fairly good.

RETURN of all Shipping at the Port of Porsgrund in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	25	8,252	...	...	25	8,252
Norwegian	182	28,649	14	5,404	176	34,053
Danish... ..	36	2,992	...	...	36	2,992
French... ..	4	600	...	...	4	600
Other countries ...	5	375	...	...	5	375
Total	232	40,868	14	5,404	246	46,272
„ for the year preceding ...	294	60,822	32	9,660	326	70,482

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	24	7,950	...	...	24	7,950
Norwegian	206	44,037	19	7,528	225	51,565
Danish... ..	38	3,058	...	...	38	3,058
French... ..	4	600	...	...	4	600
Other countries ...	6	753	...	...	6	753
Total	278	56,398	19	7,528	297	63,926
„ for the year preceding ...	320	64,949	40	15,658	360	80,607

Brevig (Consular-Agent Larsen).

The export from this district to Great Britain in 1885 in British Exports. ships amounted to 24,167 registered tons of ice and 417 registered tons of timber.

There were no imports in British ships, but 500 tons of coal were Imports. imported in Norwegian vessels.

RETURN of all Shipping at the Port of Brevig in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	78	24,167	1	417	78	24,586
Norwegian	99	23,128	1	339	100	23,467
Danish... ..	5	433	...	...	5	433
Total	182	47,728	2	756	184	48,486

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British... ..	78	24,167	1	417	79	24,586
Norwegian	113	25,796	1	339	114	26,125
Danish... ..	5	433	...	...	5	433
Total	196	50,396	2	756	198	51,144

Kragerø (Vice-Consul Larsen).

Trade. The trade and commerce of this Vice-Consular district has not improved during the past year, and complaints are heard very often that severe losses have been sustained.

Freights. Freights have been very low, and poor prices have been obtained for ice, timber, and ore, which are the principal articles of export from here.

Shipping. There is a growing tendency for British shipowners to invest their money in vessels sailing under the Norwegian flag, as the trial of this experiment is said to have given fair profits. About a dozen vessels, most of which are employed in the ice trade here, are registered at the Custom-house as Norwegian property, but it is well known that British capital is invested in them to a considerable amount.

Arendal (Vice-Consul Kallevig).

Steamers. There is a line of steamers between this port and Newcastle once a week, and to Middlesborough and Grangemouth once a fortnight.

Exports. The principal exports have been 25,921 registered tons of wood, besides copper ore, old metal, horse nails, &c.

Imports. The principal imports were 9,595 tons of coal, 815,684 kilos. of iron, besides varnish, felt, lead, and bricks.

RETURN of all Shipping at the Port of Arendal in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian	129	45,260	67	31,101	196	76,361
Total	129	45,260	67	31,101	196	76,361
„ for the year preceding...	137	46,251	64	29,813	201	76,064

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Registered Tons.	Number of Vessels.	Registered Tons.	Number of Vessels.	Registered Tons.
British	1	171	...	...	1	171
Norwegian	88	28,087	50	25,320	138	53,407
Danish	1	68	...	...	1	86
Total	88	28,326	50	25,320	138	53,646
" for the year preceding...	121	32,968	47	22,106	168	55,063

Christiansand, S. (Vice-Consul Reinhardt).

The trade of Christiansand has been very slack during the year. There have been no new articles of export, and the shipping has suffered severely, owing to the low freights.

The total export of sawn deals has been smaller than in the fore-Timber. going year, whereas the export to Great Britain has increased. The quantity of pit props and mining timber exported has been small, owing to the small demand and very low prices. The export of wood pulp has been considerably lower than in 1884.

The salmon fishing in 1885 was good, but the mackerel fishery was Fisheries. inconsiderable.

The following goods were shipped from Christiansand to Great Britain:—

Timber, sawn	..	..	..	..	..	6,886 tons.
" hewn	..	..	..	..	..	21,967 "
Wood pulp..	..	..	..	..	..	1,745 "
Beer	..	..	..	..	..	24,000 litres.
Salmon	..	..	..	..	..	86,334 kilos.
Mackerel	..	..	..	..	..	221,860 pieces.
Lobsters	..	..	..	..	..	38,740 "

Mandal (Vice-Consul Andorsen).

During the past year the trade of this district with England has Trade. been very dull, and the export of principal articles has been considerably below the average, on account of the extremely low prices paid for those articles in England and Scotland. The salmon fishery was also less Salmon. than usual; the greater part of the salmon was exported to England. The mackerel fishery was a total failure. The whole export has been carried on in Norwegian ships, with the exception of 14,000 lobsters, which were shipped in an English well smack.

The import from Great Britain consists in coals, the quantity of Imports. which is continually increasing both for private use as well as for calling steamers, and of manufactured goods, which come here via Christian-sand and Arendal.

Three British vessels have put in here for repairs during the year, Shipping. and sundry steamers, which have put in through stress of weather, have been supplied with coals at Kleven, where there is always a good supply in readiness at very reasonable prices.

There are no enterprises in which British capital is employed, nor any factories in any way competing with the British manufacturing industry.

Farsund (Vice-Consul Sundt).

- Fisheries.** The fisheries of this port in 1885 were good, as the fish were chiefly mackerel and salmon, which were more plentiful than in former years. Nearly all was exported to England, the value amounting to 9,500*l.* against 6,650*l.* in 1884. Lobsters were exported to the value of 140*l.* against 350*l.* in 1884. Fish roe, valued at 1,275*l.*, was exported to France against 1,000*l.* in 1884.
- Timber.** The value of the timber exported was 570*l.* against 750*l.* in 1884. This consisted chiefly of staves sent to Scotland.
- Minerals.** Of minerals nothing was exported, although in 1884 they were exported to France to a value of 850*l.*
- Shipping.** The shipping is the principal interest of this port and district. The tonnage belonging to this port is 20,726. Most ships lost money last year, whereas in 1884 they made an average profit of 9 per cent.
- Imports.** The quantity of goods imported in 1885 was about the same as in 1884. About 960 tons of coals were imported from England against 1,075 in 1884. The value of the manufactured goods imported from England was 770*l.*, and from other countries 3,610*l.* All exports and imports were made in Norwegian vessels, with the exception of fresh fish, which was shipped in English smacks, but merchants find it cheaper now to export the fish in Norwegian steamers.

Flekkefford (Vice-Consul Eyde).

- Trade.** The year expired must, on the whole, be considered as very bad in an economical respect for this district.
- Shipowners.** The shipowners have especially had heavy losses, and business seems to have been carried on under pressure in many respects.
- Fisheries.** The fisheries have been, however, successful.
- Tanneries.** The tanneries have been worked with only small profits, prices having been lower than last year. The import and export of hides and leather is about the same as last year. The raw hides are bought from Buenos Ayres and shipped via Hamburg. The largest quantities of tanned leather have been sold to Sweden, as before, at a price of 3 kroner (8*s.* 3½*d.*) per kilo. c.i.f.
- Oak bark.** 458,000 kilos. of oak bark, for the use of the tanneries here, have been bought at the same price as last year, *i.e.*, 7 kroner 50 ore (8*s.* 4*d.*) per 100 kilos. delivered here.
- Oxhide hair.** Of oxhide hair there were exported to England 5,150 kilos., at 11 kroner (12*s.* 6*d.*) per 100 kilos. f.o.b.
- Hide parings.** Hide parings, which are the offal from hides used in glue making, fetched the same price in Hamburg as last year, *viz.*, 22 kroner (1*l.* 4*l.* 5*d.*) per 100 kilos., and the quantity shipped thither was 9,606 kilos.
- The barrel and stave trade.** The barrel and stave trade, which was formerly of great importance to this district, has, during the last two years, been considerably reduced, owing to the repeated failure of the herring fisheries both in Norway and Iceland. The quantity exported was about the same as in 1884, but prices were lower and have brought loss to the manufacturers. Price, 15 kroner (16*s.* 8*d.*) per dozen barrels.
- Fisheries. Salmon.** The take of salmon in the rivers and sea in this district was larger than in previous years, and the price the same as in 1884. The total quantity of salmon caught was 42,515 kilos., whereof the greater part was shipped to England via Christiansand. The price paid to fishermen was 1 kroner 40 ore (1*s.* 6*d.*) per kilogramme for fish of at least 3 kilos., and 80 ore (10½*d.*) for smaller fish.

The mackerel fishery this year has been a success. The largest Mackerel. part was shipped to England. The price was a little lower than last year, viz., 10 kroner 64 ore (11s. 10d.) per 100.

About the same number of lobsters were taken as last year, viz., Lobsters. 19,980, of which 15,000 were sent to Ostend. Prices were higher, viz., 53 ore (7d.) each, against 5½d. last year for lobsters measuring at least eight inches.

The Aaen Sires Salmon Fishery Company have hatched this year Salmon breed- 180,000 fry, making a total for the five years of 830,000. Calculating ing. that the fry return from the sea at the age of five or six years, the return of the first lot hatched was expected this summer, and indeed it did not fail, a visible increase of young salmon having been seen passing the salmon ladder.

The Iceland Company quite abandoned the fishing on the coast of Iceland Iceland this year, owing to the heavy losses they have experienced of herrings. late years.

Of game, ptarmigan have not been plentiful, only 7,000 head being Game. exported to England, against 15,000 last year, although prices have remained the same, viz., 50 to 60 ore (6½d. to 8d.) each. Of larger game, such as blackcocks and capercaillies, there were exported to England about 1,000 head and about 600 hares.

The harvest of 1885 was good both for grain, hay, and potatoes, Harvest. but the prices of these articles have declined considerably.

RETURN of all Shipping at the Port of Flekkefjord in the Year 1885.

ENTERED.

Nationality.	Sailing.		* Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	...	...	...	...
Norwegian	22	4,636	...	...	22	4,636
Belgian	4	242	...	...	4	242
German	1	78	...	...	1	78
Total	27	4,956	...	...	27	4,956
" for the year preceding...	25	3,394	...	...	25	3,394

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	18	...	...	...	18	...
Norwegian	18	3,349	...	...	18	3,349
Belgian	4	242	...	...	4	242
German	1	78	...	...	1	78
Total	23	3,669	...	...	23	3,669
" for the year preceding ...	24	2,894	...	...	24	2,894

Haugesund (Vice-Consul Jacobsen).

Fisheries.

The spring herring fishery amounted to 60,000 barrels in this district. About 3,000 barrels of fresh herrings were sent to England. The lobster fishery was fairly good, and many were exported, especially to England.

Coal.

About 105,000 hectolitres of coal were imported in 1885 from Scotland.

Sail cloth.

Most of the sail cloth used here is imported from England. The total import of this article in 1885 was 7,689 kilos.

Return of all Shipping at the Port of Haugesund in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	1	85	...	...	1	85
Norwegian ...	182	16,379	57	29,744	239	46,123
Swedish ...	...	...	8	1,649	8	1,649
Danish ...	4	283	...	...	4	283
German ...	1	58	...	...	1	58
Total ...	188	16,805	65	31,393	253	48,198

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	1	85	...	...	1	85
Norwegian ...	220	20,357	58	38,690	308	59,037
Swedish ...	...	...	25	5,968	25	5,968
Danish ...	4	283	2	481	6	764
German ...	1	58	...	...	1	58
Russian ...	2	12	...	...	2	12
Total ...	228	20,795	115	45,129	343	65,924

Bergen (Vice-Consul Jansen).

The commerce of Bergen, as in previous years, is in no very satisfactory condition. The year began with doubt, and the low prices of most mercantile goods continues.

Fisheries.

The cod fisheries at Lofoden gave a very satisfactory result. 35,000,000 of cod fish were caught there, and 16,500,000 in Finnmarken. Of these 18,000,000 were dried, and the remainder was made into "klip fish" (split cod).

Cod liver oil.

Cod liver oil appears to lose its position as an article of speculation more and more. Orders came as usual from Holland, Germany, and Great Britain, chiefly for medicinal oil. The best steam-prepared oil was bought up early for Great Britain, and when in the autumn prices rose the stock was nearly exhausted.

Round fish.

Large quantities of round fish were brought into the market and sold at low prices. There is no large amount left in stock.

Split cod.

Of all the Norwegian fisheries "klip fish," or split cod, has given the best results.

The importers as well as the middle men must have made a good profit, in spite of the fear of French competition.

The roe trade began with no great expectations, as large stocks Roe. remained on hand from last year, and therefore prices were very low.

However, by unexpected good news from France, prices rose 8 kroner (8s. 10½d.) per bushel in the middle of the season, but prices soon fell, and as most of the stock was sold at the old prices, the temporary rise did not do much good.

The spring herring fishery was less than in the previous year and of Herrings. no importance. Altogether 110,000 hectolitres were fished, and the low prices brought loss to the salters and commission agents.

A new article of export last year was the export of fresh herrings in a preparation of boracic acid, principally to England.

It was very successful, and most of the parcels arrived in excellent condition, and found a ready sale.

There is no doubt that this discovery will for the future be greatly developed.

300,000 barrels of fat herrings were caught in the autumn in the Fat herrings. north, but prices were very low, owing to the good fisheries in England and Scotland. The result was rather loss than gain, and great quantities have consequently been stored.

The whale "fishery" in Finnmarken seems to have been good. The Whales. expeditions sent from Bergen caught about double the usual number, and generally made good profits, notwithstanding the low prices.

As usual, large quantities of rye were imported from the Black Sea Grain. principally in British vessels.

The larger steamers of this town in the East India trade have Shipping. worked with some profit, but the smaller ones suffered losses, and appear to be steadily driven away from the ports which they used to trade to with good profit.

Of our sailing ships only those that made long voyages gave any profit on the very reduced value which they now represent.

The trade in manufactured goods may be presumed to have given Manufactured less profit than in the year before. The circulation of money has been goods. decreased by the smaller purchasing power and the reduced incomes.

Most of the commercial travellers in this branch, as well as in fancy Commercial goods, come from Germany. travellers.

It is to be wished that more would come in the interests of English houses, for it would doubtless lead to business transactions, as British goods are better and more durable.

The import of iron goods has been less from England. Plates and Ironware. iron for shipbuilding have not been so much required, and smaller goods and smaller things seem to be better and cheaper from the United States. The cheapest things come from Germany.

The consumption of coal increases yearly as the fleet of steamships Coal. increases.

10 lobster smacks arrived during the year, and returned to Grimsby Lobsters. with 67,299 live lobsters, valued at 1,122*l*.

There were no failures of any importance in Bergen: money has not been scarce, and the rates of discount have been low and steady.

Christiansund (Vice-Consul Parelus).

The trade of this district has, during the past year, suffered from Trade. the same dulness which has characterised almost all branches of business in most parts of the world.

The cod and herring fisheries, which are the chief means of existence Fisheries and in this district, were very bad, and the unusually cold and wet summer harvest.

caused a bad harvest. The consequence is that both fishermen and peasants have suffered in the past year.

British trade. Nevertheless, the trade with Great Britain has improved in 1885, and the import of British manufactured goods has increased about 10 per cent., while the trade with other countries has decreased; for instance, with Germany, by about 20 per cent.

Coals. About 7,000 tons of coals were imported from England, against 6,800 tons in 1884.

Salt. No salt was imported from Liverpool, which was the case in former years. It comes now chiefly from Portugal, as prices there have been very low.

Capital. There are no enterprises in which British capital is employed.

RETURN of all Shipping at the Port of Christiansund in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	88	23	19,392	29	19,481
Norwegian	32	5,354	91	39,754	123	45,108
Other countries	2	321	50	18,942	52	19,263
Total	35	5,764	169	78,089	204	83,854

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	88	29	19,628	30	19,717
Norwegian	41	6,171	118	49,210	157	55,381
Other countries	2	321	33	12,590	35	12,952
Total	44	6,582	180	81,369	224	87,961
„ for the year preceding...	...	...	...	...	428	171,806

Trondhjem (Vice-Consul Kjeldsberg).

British shipping. The tonnage of British shipping entered and cleared at this port shows an increase of about 9,000 tons over 1884.

Swedish timber. This increase is chiefly due to the export of Swedish timber from this district, and it is to be expected that this export will require a still further increase in the tonnage employed.

Trade. Very little can be said of the trade of Trondhjem, as no noteworthy change has taken place.

The decrease in the imports has been nearly as large from Germany as from Great Britain, with the exception of dye stuffs and paint, of which the import from Germany has increased considerably in 1885.

Harvest. The harvest was a failure as regards oats and barley, owing to the cold and wet summer, while the hay harvest was good. During the last few years butter has become an article of export, and numerous dairies are being established in this district.

Butter. There has been no change in the money market, although money was perhaps not quite so plentiful in the latter part of the year.

Money market. The rate of discount remained at 4½ per cent. throughout the year.

RETURN of all Shipping at the Port of Trondhjem in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	792	54	39,431	58	40,223
Norwegian	55	13,565	108	44,126	163	57,691
Danish... ..	...	...	45	18,065	45	18,065
German	5	415	...	...	5	415
French... ..	4	735	...	...	4	735
Swedish ... ..	...	...	3	1,655	3	1,655
Dutch	4	1,312	...	...	4	1,312
Russian	1	270	...	...	1	270
Total	73	17,089	210	103,277	283	120,366
" for the year preceding ...	71	15,372	199	94,856	270	110,228

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	546	53	38,748	57	39,294
Norwegian	64	15,032	112	50,168	176	65,200
Danish... ..	...	...	44	17,732	44	17,732
German	5	415	...	...	5	415
French... ..	4	735	...	...	4	735
Swedish ... ..	...	...	4	1,906	4	1,906
Dutch	3	1,023	...	...	3	1,023
Russian	1	270	1	33	2	303
Total	81	18,021	214	108,686	295	126,607
" for the year preceding ...	73	15,841	203	98,321	276	114,162

Namsos (Vice-Consul Sommerschild).

This Vice-Consular district was visited in 1885 by two British steamers, and two British sailing vessels and one steam yacht. The merchant vessels were all chartered in the timber trade for British ports.

The trade with Great Britain was as usual. Three cargoes of coals Coal, fish, were imported, as well as a trifling quantity of general articles. The timber. exports from Namsos are chiefly the various kinds of timber and fish. The total shipments of timber to foreign countries was 11,196 registered tons, against 14,082 registered tons in 1884. Of this 10,267 tons were sent to Great Britain, and the balance to France and Germany. Prices were universally low, and profits were very small in consequence. The stocks on hand for spring shipments are as usual at this season.

Current rates of freight for the United Kingdom varied between Freight. 22s. and 27s. per standard, and for France 38 fr. to 48 fr. Coal freights from British east coast ports were 5s. to 6s. 6d. per ton.

The codfishery in this district was middling, and prices not high.

The herring fishery failed entirely.

The industrial branches in this district are becoming smaller and of less importance.

No mining is carried on in this district, with the exception of a Mining. small copper mine near Namsos, which is merely being worked at

present as a trial. There are no enterprises in which British capital is embarked.

Harvest. The harvest of 1885 was rather poor, as frost came early in the autumn. Barley ripened, however, but the oats had to be cut green. Foreign grain will, in consequence, be required.

It is generally agreed that the economic condition has deteriorated of late years owing to the poor fisheries and low prices for timber. The want of money has been universally felt.

Wages. Current rates of wages varied from 1 kroner 60 ore (1s. 10d.) to 2 kroner 50 ore (2s. 9d.), according to the season and the work to be done. The want of employment was much felt during the long dark winter.

The total amount of receipts at the Custom-house was 410,50 kroner (2,280l.) in 1885, against 47,447 kroner (2,620l.) in 1884.

The number of British tourists increases every year.

RETURN of all Shipping at the Port of Namsos in the Year 1895.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	284	2	1,710	4	1,994
Norwegian	22	6,276	7	2,429	29	8,705
Danish ... ..	...	...	1	332	1	332
Total	24	6,560	10	4,471	34	11,031

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	284	2	1,710	4	1,994
Norwegian	23	6,441	7	2,429	30	8,870
Danish ... ..	...	...	1	332	1	332
Total	25	6,725	10	4,471	31	11,196

Mosjoen (Vefsen) (Vice-Consul H. P. Dahl).

Shipping. No British vessel loaded or discharged here in 1885.

Capital. No British capital is invested as yet in any mining adventure in this district.

Mines. The silver-lead ore mines at Svenningdal are still being worked on Norwegian account.

British goods. No increase of trade has taken place in British manufactured goods.

Tromsø (Vice-Consul Holst).

Shipping. The British vessels which visited this port this year, as in former years, brought coals and cleared out for the White Sea in ballast. The exports from Tromsø have, as usual, consisted chiefly of fish and oil to Holland, Sweden, and the Mediterranean.

Exports. The result of the fishery has been good for the fishermen, but the exporters have probably rather lost than gained, because the cholera on the Mediterranean coasts had a great influence on the price of fish.

Fisheries.

Oil has, as in 1884, been very low in price. The coal fishery has been very dull. The herring fishery was also a failure in this district. 80 vessels went from here to the Arctic Ocean, two of which were lost, but the crews and part of their cargoes were saved. They brought home 325 walrus, 4,940 seals, 177 whitefish, 44 polar bears, 303 reindeer, 774 kilos. of eider-down, and 12 bottlenose whales, the total value of all being 121,188 kroner (6,732*l.*), against 194,887 kroner (10,827*l.*) in 1884.

One steamer from this port went to catch whales, and succeeded in getting eight. There were altogether 31 whaling steamers, including those in Finnmarken, and they caught 1,181 whales. Whales.

The harvest in this district was an average one. Harvest.

RETURN of all Shipping at the Port of Tromsø in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	177	10	6,224	11	6,401
Norwegian	10	2,462	34	18,622	44	21,074
German	4	1,034	10	6,310	14	7,347
Russian	16	1,364	...	...	16	1,364
Swedish	2	548	1	728	3	1,276
Danish	2	292	...	...	2	292
Dutch	1	82	...	...	1	82
Total	36	5,949	55	31,884	91	37,833

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	177	9	5,520	10	5,697
Norwegian	11	2,389	75	36,840	86	39,229
German	4	1,034	10	6,310	14	7,344
Russian	16	1,364	...	...	16	1,364
Swedish	2	548	1	728	3	1,276
Danish	2	292	...	...	2	292
Dutch	1	82	...	...	1	82
Total	37	5,886	95	49,398	132	55,284

Bodø (Vice-Consul Jentoft).

Bodø has little trade with Great Britain; but the chief article of import is coal, of which 12,692 tons were imported from England against 16,286 tons in 1884. Coal.

The greater part of the fish taken by the boats from Bodø is sold for home consumption. Fisheries.

This being a very small town there is very little business, and what there is is chiefly with the larger Norwegian ports. Trade.

RETURN of all Shipping at the Port of Bodö in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	7	4,255	7	4,255
Norwegian	5	1,165	1	328	6	1,493
German	1	363	3	1,891	4	2,254
Danish	1	314	...	...	1	314
Russian	3	695	...	...	3	695
Total	10	2,537	11	6,474	21	9,011
" for the year preceding	16	4,131	13	7,327	29	11,458

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	7	4,255	7	4,255
Norwegian	5	1,165	...	...	5	1,165
German	1	363	3	1,891	4	2,254
Danish	1	314	...	...	1	314
Russian	3	695	...	...	3	695
Total	10	2,537	10	6,146	20	6,683
" for the year preceding	16	4,131	13	7,327	29	11,458

Hammerfest (Vice-Consul Robertson).

Fisheries.

The Cod fishery gave an average quantity in West Finnmarken, but as prices were about 40 per cent. below last year's, the result was a poor one, at any rate for the fishermen.

The Capellan fishery was a total failure, chiefly caused by the cold wintery weather which prevailed throughout the whole summer.

The year 1885 was therefore a very bad one for the population of Finnmarken; but as the preceding year was a very good one it cannot be said that the population is in any distress.

Last year was also a bad one for merchants, for although fish could be bought cheap, they could not be sold without loss.

The price of oil was very low, and brought little profit.

The shark fishery and the expeditions to Novaya Zemlia and Spitzbergen gave a poor result, and very few of the ships caught enough to pay expenses.

The trade with the Russians was, in consequence of the bad fishery, below the preceding years, but those Russians who succeeded in getting a full cargo of salt-fish must have made a good profit, as prices in Archangel were very high.

The whaling gave a good result; but so long as oil is so very cheap the profits can only be nominal.

RETURN of all Shipping at the Port of Hammerfest in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	182	2	3,482	3	3,664
Russian	54	4,055	...	...	54	4,055
German	4	569	...	...	4	569
Dutch	2	395	...	...	2	395
Total	61	5,201	2	3,482	63	8,683
" for the year preceding	74	5,027	2	2,261	76	7,288

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	182	2	3,482	3	3,664
Russian	54	4,055	...	...	54	4,055
German	4	569	...	...	4	569
Dutch	2	395	...	...	2	395
Total	61	5,201	2	3,482	63	8,683
" for the year preceding	74	5,027	2	2,261	76	7,288

Vardø (Vice-Consul Holmboe).

The chief articles imported from Great Britain in 1885 were 1,200 tons of salt and 15,000 tons of coals. The imports from Germany consisted of coffee, sugar, spirits, wines, woollen and cotton goods, rice, tea, molasses, port, and petroleum. Imports.

The exports from Vardø to England comprised stockfish (dried cod), whale, guano, bones, and oil. Exports.

The fisheries round Vardø were very rich in the months of April to June, but in the summer they were not so good as usual. Fisheries.

Along the Russian coast, on the contrary, the fisheries were not rich in the first-named three months. In July and August there was plenty of fish, but the weather was very bad in the summer months, and consequently the production was small and prices high. About 1,250 whales were caught during the season, but about 800 were small ones; and as the prices of oil and guano are very low, the whaling companies have not made much profit, and some have made a loss. The price of oil was 2s. 3d., and of guano half that, which is usual.

RETURN of all Shipping at the Port of Vardö in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	3	895	...	...	3	895
Norwegian ...	32	7,382	59	26,867	91	33,749
Russian ...	285	8,012	12	5,098	297	13,110
German ...	13	2,648	...	...	13	2,648
Danish ...	2	270	...	...	2	270
Total ...	335	19,207	71	31,465	406	50,672

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	3	895	...	...	3	895
Norwegian ...	32	7,382	59	26,867	91	33,749
Russian ...	297	7,892	12	5,098	309	12,990
German ...	13	2,648	...	...	13	2,648
Danish ...	2	270	...	...	2	270
Total ...	347	19,087	71	31,465	418	50,562

RETURN of all Shipping at the Port of Vadsö in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian ...	8	2,517	42	21,212	50	23,729
Russian ...	97	4,580	12	9,396	109	13,976
German ...	4	663	...	...	4	663
Danish ...	7	863	...	...	7	863
Dutch ...	1	124	...	...	1	124
Total ...	117	8,747	54	30,608	171	39,355

Total for the year preceding, 39,717 tons.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian ...	8	2,517	42	21,212	50	23,729
Russian ...	92	4,339	12	9,396	104	13,735
German ...	4	663	...	...	4	663
Danish ...	7	863	...	...	7	863
Dutch ...	1	124	...	...	1	124
Total ...	112	8,506	54	30,608	166	39,114

Total for the year preceding, 39,860 tons.

Skien (Vice-Consul Sewell).

The year 1885 again shows an increase in the steam tonnage entered Steamers. and cleared.

The trade of Skien has changed very little from the previous year, Imports and but a new export article has appeared in chemical wood pulp, of which exports. 876 tons were exported.

RETURN of all Shipping at the Port of Skien in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	1,175	5	2,325	14	3,500
Norwegian	122	22,321	27	10,095	149	22,416
Other	50	4,496	14	3,974	64	8,470
Total	181	24,992	46	16,394	227	41,386
" for the year preceding...	...	...	...	...	157	31,844

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	1,099	5	2,325	13	3,424
Norwegian	118	22,588	63	24,289	181	46,877
Other	27	2,911	21	6,694	48	9,605
Total	153	24,598	89	33,308	242	62,906
" for the year preceding...	...	...	...	...	257	72,117

Risoer (Vice-Consul Finne).

The trade of Great Britain with this port is relatively of little importance.

About 1,100 tons of coals were imported from Great Britain and Coals. some canvas.

The only articles of export are timber and ice. About the same Exports. quantity of timber was shipped as last year, but the ice exported was 8,000 tons less, i.e., 10,170 registered tons.

Stavanger (Vice-Consul Johnsen).**Trade.**

The trade of this district has been very dull. The carrying trade has in most cases brought heavy losses, and the other staple industry of this port, the herring fishery, was almost a total failure. Several local firms engaged also in the curing business in the north of Norway and on the coast of Iceland, unfortunately, in most cases, with disastrous results, the prices abroad scarcely covering the outlay.

Shipbuilding.

The shipbuilding of the district is nearly stopped, and no ship was finished during the year.

Harvest.

The harvest compared favourably in point of quality with the previous year, and agriculture seems to be progressing, but the low prices at which farmers were obliged to sell caused this important source of gain to yield on the whole an unsatisfactory profit.

RETURN of all Shipping at the Port of Stavanger in the Year 1885.**ENTERED.**

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	13	702	75	49,321	88	50,023
Norwegian	226	43,215	160	56,303	376	99,518
Swedish	2	38	32	8,121	34	8,159
Danish	1	39	44	16,707	45	16,746
Other ... ..	...	...	1	281	1	281
Total	242	43,994	302	129,733	544	173,727
" for the year preceding...	253	51,368	247	100,142	500	151,510

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	13	702	81	53,653	94	54,355
Norwegian	176	37,383	130	50,923	306	88,306
Swedish	6	155	30	6,792	36	6,947
Danish	3	93	36	14,344	39	14,437
Other ... ..	...	...	1	268	1	268
Total	198	38,333	278	125,980	476	164,313
" for the year preceding...	233	47,582	235	104,112	468	151,694

Molde (Vice-Consul P. F. Dahl).

From the commercial point of view the year 1885 in this district Trade.
was a bad one.

The harvest was an average one.

Harvest.

The cod and herring fisheries were bad, the former only amounting Fisheries.
to a third of an average year, while the herrings were of little value.

About 500 tons of coal were imported.

Coal.

The number of tourists who visit this district increases every year. Tourists.

RETURN of all Shipping at the Port of Molde in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	14	13,252	14	13,252
Norwegian	2	113	48	26,206	50	26,319
Other ... ..	...	...	...	...	...	...
Total	2	113	62	39,458	64	39,571

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ... ..	...	...	14	13,252	14	13,252
Norwegian	3	187	62	33,777	65	33,964
Other ... ..	...	...	...	...	...	...
Total	3	187	76	47,029	79	47,216

Lofoden Islands (Vice-Consul Wilson).

- Shipping.** The shipping between Great Britain and these islands has increased in 1885.
- Fisheries.** The fisheries were very good, especially the herring fishery.
- Cod fish.** 35,000,000 cod fish were taken in this district last season, while the herrings exceeded 500,000 barrels.
- Herrings.** A trade has sprung up with England of herrings prepared in boracic acid, which has met with success, and promises to increase to a very large extent. Other kinds of fish have also been sent to England prepared in the same way, but the result is not yet known.
- Freights.** Freights for coal by vessels going to Archangel have been low—5s. 6d. to 6s. per ton from Cardiff and Newcastle respectively.
- Manufactured goods.** Several English houses have begun to send representatives to the north, and report satisfactory business.

RETURN of all Shipping at the Port of Lofoden in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	979	10	4,864	12	5,843
Norwegian	15	3,728	...	...	15	3,728
Other	3	594	...	...	3	594
Total	20	5,301	10	4,864	30	10,165
„ for the year preceding of British shipping	1	456	10	5,233	11	5,689

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	979	10	4,864	12	5,843
Norwegian ... ..	...	...	...	...	...	...
Other ... ..	...	...	...	...	...	...
Total	2	979	10	4,864	12	5,843
„ for the year preceding	0	...	9	3,416	9	3,416
„ British shipping	1	...	1	...	2	...

Christiania, March 12, 1886.

GOTHENBURG.

Report by Consul Duff on the Trade and Commerce of Gothenburg for the Year 1885.

REVIEWING the past year the Customs returns of this port show a larger increase than during any previous years.

The prospects of 1885 for the export of the chief commodities of this country were not promising, the prices being very low. The export of butter, grain, matches, paper, and wood nevertheless exceeded that of 1884, whereas the export of iron and live stock, chiefly cattle, was less than during the last-mentioned year. Exports and imports generally

The import of the ordinary articles of consumption—bacon, coal and coke, coffee, cotton, meal, raw sugar, salted herring, and hides—was larger than in 1884, but of refined sugar, rice, dry fish, tobacco, and petroleum, less was imported than during the preceding year, proving that consumption has not diminished, although the returns of the agriculturist have been considerably less owing to the prevalent prices during the year on his produce.

Although the year 1885 has been unfavourable to the trade of Gothenburg in consequence of the low prices and general depression both here and in other countries, and adding thereto losses sustained through failures in the country, the position evinces clearly the general sound state of the mercantile community.

The prices of all kinds of grain were low during the year. Oats, the chief cereal, which was almost the only kind of grain exported, having suffered from the wet weather during the latter part of the summer, had to be kiln-dried in order to render it marketable and adapted for shipment. Exports. Grain.

With the exception of a few days during the spring, when hostilities were anticipated and prices of oats in the English markets consequently rose, the prices have been low, particularly on account of the good crop raised in England and shipments from Russia.

A report on the iron trade of Sweden during 1885 may be looked forward to as discouraging. Rarely have ironmasters in this country had to contend with more unfavourable circumstances than during 1885. The principal cause of this was naturally the slackness of trade and industry prevailing everywhere: progressive improvement in the quality of the iron of other countries and consequent competition almost in all markets where Swedish iron was offered has greatly added thereto. British and German manufacturers now produce an article, the quality of which can be favourably compared with Swedish iron, and can be sold considerably cheaper. The great decrease in the export of this article during 1885 compared with 1884 indicates plainly what the trade has been. With regard to the different kinds of iron, the price of hammered assorted iron has ruled throughout the year from 8*l.* 9*s.* 4*d.* to 8*l.* 12*s.* per ton at the wharf here. The supplies have been limited and hardly exceeded the demand.

Of rolled bars the supplies have been larger than the requirements, and much difficulty was experienced in keeping the workshops going

on towards the close of the year. Stock accumulated both here and abroad, which also had a tendency to keep down prices. The quotation during the year has been 8*l.* 10*s.* 8*d.* per ton at the wharf here.

Rolled shapes met with the most unfavourable markets, and prices, which at the commencement of the year were 9*l.* 10*s.* 8*d.* to 9*l.* 13*s.* 4*d.*, gradually declined, and at the close did not exceed 8*l.* 16*s.* per ton. Great over-production exists in this branch of industry, and the quantity that could be turned out by the mills would be likely to be unsaleable. An arrangement between the manufacturers to restrict their make and thus raise prices is greatly desired.

The demand for pig iron is gradually declining. Such is now only used for a few special purposes, for which certain brands of the best description are required.

Wood.

This branch of trade continued very much the same as during 1884, and the prices obtained were also the same, or about 1*l.* 13*s.* 4*d.* to 1*l.* 14*s.* 5*d.* per dozen (8 inches by 9 inches 20 feet deals). Only during the early part of the spring, when war was expected, the price rose to 1*l.* 16*s.* 8*d.*, but subsequently went down again to the original quotations. The slight difference in the freight from ports in the Gulf of Bothnia and this port rendered shipments from Gothenburg difficult, and the approach of winter was the only time that sales to any advantage could be concluded.

Imports. Coal and coke.

The import of coal and coke from the United Kingdom is increasing every year. Of German coke, which is pronounced as containing less sulphur than the English, a few small cargoes have also been imported.

Cotton and cotton yarn.

Some of the cotton mills in this place and neighbourhood having applied extra motory power, thereby increasing the speed of their spindles, now import more cotton, which appears to have lessened the import of cotton yarns.

Iron and rails.

Pig and bar iron as well as rails show a slight decline compared with the previous year. English pig iron is indispensable for castings, and the bar iron being much cheaper than the Swedish is used for various purposes, such as shipbuilding, agricultural and other implements, &c.

Machinery and imple- ments.

The improved manufacture of machinery and implements is lessening the demand for same from Great Britain, America, and Germany.

Meal.

The considerable increase in the import of meal, which chiefly takes place from Denmark, is principally caused by a proposed import duty on this article.

Shipping.

The total number of ships that entered this port exceed the previous year, and this augmentation is principally in vessels of this country. Lines of Swedish steamers now ply regularly between this port direct to the principal ports in Great Britain, Holland, Belgium, France, Spain, and Portugal, such trade having previously, to a great extent, been carried in British ships or passed through British ports.

Freights.

There being no impediment through ice at the commencement of the year, shipping continued uninterrupted throughout the year. Freights were low at the beginning of the season, and less than during the same period of the previous year: the cause of this being a greater number of vessels in the market than required for the shipments and orders on hand. Later in the year, however, an improvement took place owing to expected war, but as peace remained these prospects became unrealised, and no higher freights could be obtained than before, and no improvement took place during the remainder of the year.

Agriculture.

The winter corn was sown during favourable weather, and the rye as well as the wheat seemed most promising, but in consequence of the cold weather during the spring, the latter part of July, and the whole of

August, as well as the continued rains during the latter part of the summer, the corn was much damaged and the gathering very difficult. These causes have also had a disadvantageous effect on the spring corn, which at first betokened a far better yield than subsequently proved to be the case, as well as on the potatoes, which in most localities suffered from rot. The hay crop, on the contrary, has turned out satisfactory, and well got in.

The herring fishing on this coast commenced about three weeks Fisheries. earlier than the previous year. The fish mostly appeared between Gothenburg and Marstrand. The supply of large herring has been abundant, and the quantity far beyond what could have been turned to profit; many hundreds of barrels caught in the Sein having had to be let out in absence of buyers. The shipments of fresh herring to England, Belgium, Germany, Denmark, and other countries have, however, been larger than hitherto, and the transit to the interior of the country has also increased, since the carriage by rail has been reduced. The fish cured this year is of better quality than before: curers here and on the coast can therefore offer a superior article, and for which they ought to obtain remunerative prices. The herrings have proved a priceless boon to the poorer classes, who doubtless otherwise would have experienced the greatest privations owing to the stagnation in trade and industry.

The building of the west coast line, connecting Helsingborg with Public works. Gothenburg, is progressing steadily. The first section of the line from Helsingborg to Halmstad (Skåne-Hallands Railway) is already open to traffic, and the second section from the latter town to Warberg is expected to be completed during 1886. The third and last section from Warberg to Gothenburg will shortly be under construction, and the whole line is expected to be open to traffic in about two years hence. When completed this line will no doubt increase the traffic of Gothenburg to a large extent. A new line of interest to the north of this district is the one proposed from Lysekil on this coast to Frändefors, a railway station about nine miles north of the town of Wenersborg, on the lake Wenern.

ANNEX A.

RETURN of all Shipping at the Port of Gothenburg in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	32	5,167	176	114,274	208	119,431
Swedish	289	53,329	1,356	608,941	1,645	662,270
Danish	125	7,898	202	73,471	327	81,369
Norwegian... ..	95	17,801	99	37,778	194	55,579
German	64	6,746	27	86,106	91	41,854
Dutch	27	2,838	1	821	28	3,659
Russian	7	2,252	1	623	8	2,875
French	8	1,412	...	...	8	1,412
American	1	1,267	...	...	...	1,267
Austrian	1	480	...	...	...	480
Total	649	99,182	1,862	771,014	2,511	870,196
„ for the year preceding ...	629	98,734	1,751	717,338	2,440	816,072

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	32	5,253	175	113,858	207	119,111
Swedish	210	40,009	1,334	500,684	1,544	540,693
Danish	91	6,636	197	72,652	288	79,288
Norwegian... ..	67	15,042	108	38,912	170	53,954
German	59	5,832	28	37,569	87	43,421
Dutch	29	2,992	1	821	30	3,803
Russian	6	2,094	1	623	6	2,717
American	1	1,267	...	...	1	1,267
French	7	1,065	...	...	7	1,065
Austrian	1	480	...	...	1	480
Total	502	80,670	1,839	765,119	2,341	845,789
" for the year preceding ...	537	88,195	1,622	689,881	2,159	778,076

Annex B.—RETURN of the Principal Articles of Export from Gothenburg during the Years 1884–85.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
Butter	Cwts. ...	100,860	624,900	80,320	497,600
Grain	Quarters ...	363,182	300,230	263,006	212,600
Iron	Tons ...	104,456	841,300	117,356	989,400
Live stock ... ..	...	4,966	60,650	7,923	101,710
Matches	Cwts. ...	171,920	238,900	167,320	232,400
Paper	"	143,800	199,730	123,500	171,540
Wood	Cub. meters	425,650	501,700	400,203	482,200
Other articles	Tons ...	39,861	258,300	26,490	172,900
Total ... ..	...	...	3,025,510	...	2,860,050

RETURN of the Principal Articles of Import to Gothenburg during the Years 1884–85.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
Bacon	Cwts. ...	84,830	174,740	39,690	83,180
Coal and coke	Tons ...	323,115	164,500	317,768	162,600
Coffee	Cwts. ...	95,200	433,650	84,660	430,630
Cotton	"	151,920	422,020	140,200	389,500
Grain	Quarters ...	58,904	83,810	51,808	70,480
Iron and rails	Tons ...	17,753	102,700	18,792	104,940
Machinery and implements	...	...	193,700	...	195,610
Meal	Cwts. ...	355,780	214,130	306,460	185,000
Spirituous liquors and wine	Gallons ...	325,585	75,460	309,250	70,100
Sugar and treacle	Cwts. ...	219,840	309,290	215,060	329,920
Textiles, wool and yarn	"	71,660	533,580	77,940	465,420
Other articles	Tons ...	39,538	490,900	37,801	457,100
Total ... ..	...	...	3,198,560	...	2,944,450

NOTE.—1 ton = 1,000 kilograms.
 1 cwt. = 50 " "
 1 imperial quarter = 11·1 cubic feet.
 1 gallon = 4·5 litres.
 1 $\frac{1}{2}$ sterling = 18 kronor.

Gothenburg, March 18, 1886.

UNITED STATES.

BOSTON.

Report by Consul Henderson on the Trade and Commerce of Boston and the Boston Consular District for the Year 1885.

THE foreign trade of Boston for 1885 (constituting 94 per cent. of Foreign trade. that of the whole Consular district) shows a decrease in imports of 950,000*l.*,* and in imports of over 1,500,000*l.*† This was principally due' as regards imports, to a previous falling off in the demand for foreign goods, and the indisposition of importers to lay in larger stocks than they expected to dispose of readily; and, in respect to exports, to the low prices and short demand abroad for agricultural products.

With the exception of the iron market, which only began to show Domestic signs of improvement towards the end of the year, domestic trade was trade. on the whole more active than for several years past, and in spite of a general decline in prices was, with few exceptions, fairly remunerative.

The majority of domestic industries did not suffer materially from Domestic lack of work, but, whilst compelled to submit to low prices, were industries. injuriously affected by numerous and some prolonged strikes against the reduction of wages, and which, though in most cases compromised or settled by arbitration, seriously interfered with the execution of work which had been contracted for, and produced some distress amongst the strikers.

Meanwhile the following statistical data, published recently for the State of Massachusetts, evince a progressive and prosperous condition Increase and condition of the population. of the population generally, and lead to the inference that the prevalence of low prices, so much complained of, have mainly contributed to the well-being of producers and consumers alike, by reducing the cost of living and stimulating consumption, and the employment of capital and labour. These statistics show that, according to the census taken in 1885, the population of the State was 1,941,465, being an increase of 8 per cent. in five years since 1880, when the previous census was taken; whilst, as compared with 1884, the valuation of real and personal property shows an increase of 5,000,000*l.*, the amount of savings banks deposits an increase of 2,450,000*l.*, the number of firms in business an increase of over 2,000*l.*, and business failures a decrease of 64 in number and of 550,000*l.*, or 80 per cent., in the amount of their liabilities.

The following is a review of the most important Boston trades and markets in 1885:—

Receipts of cotton at this port were 399,000 bales, or a decrease of Cotton. 67,000 bales; and exports 119,400 bales, or a decrease of about 80,000 bales. Mills in the Northern States, which receive most of their cotton direct from the South, took 890,000 bales, or an increase of 200,000. Prices averaged 5½*d.* from January to April, but fell gradually to 4½*d.*

* The rate of conversion of dollars into sterling in this report is 4*s.* to the dollar.

† In statements of increase or decrease in quantities or values, the comparison, unless the date is given, is with the previous year.

by the end of the year, principally owing to the universal decline in the consumption and price of cotton goods, and the prospect of a large forthcoming crop.

Wool. Receipts of wool were 480,000 bales domestic, and 60,500 bales foreign, or an increase altogether of about 57,000 bales. With the exception of a temporary decline in July, prices of fine domestic wool were as high as 1s. 7d. per lb. throughout the year, which closed with an upward tendency and a comparatively small stock in dealers' hands.

Cotton and woollen goods. Sales of cotton and woollen goods show a large increase, but whilst woollens sold at a profit as fast as they could be produced, cotton goods were in many cases disposed of at a loss, and after curtailing production barely above cost. The value of cotton goods exported was 120,000*l*.

Clothing trade. The clothing trade continues to grow in importance, and to give employment to an increasing number of the working class, principally women. The year's trade was very large in volume, and, notwithstanding low prices, profitable.

Boot and shoe trade. The boot and shoe trade, like ready-made clothing, assumes larger proportions every year. In spite of some interruption from strikes, shipments to different parts of the country amounted to 64,000,000 pairs of boots and shoes, being an increase of 3,500,000 pairs.

Hides and leather. Receipts of hides exceeded 2,000,000 in number, or an increase of 220,000. Prices were lower, whilst leather was in good demand, and improved in price towards the end of the year.

Iron. The iron market was in a very depressed condition during the greater part of the year, and owing to short demand and low prices, both imports and home production were considerably reduced. Towards the close of the year, however, there was a better demand, and prices had an upward tendency. The lowest quotations were:—For pig iron, 3*l*. 12s. and 4*l*. 4s., according to grade; and for bar iron, 6*l*. 15s. and 9*l*.

Flour and grain. Notwithstanding a short wheat crop, a large surplus from 1884 and a short demand for export made the flour market sluggish. Prices for home consumption, however, averaged a fraction higher. Receipts of flour and wheat show a decrease of 600,000 barrels and 73,000 bushels respectively, and exports a decrease of 250,000 barrels and 66,000 bushels. Maize and oats were abundant, but exports were very small in either case. Maize was very low in price, but oats, which are virtually limited to home consumption, did not vary from the previous year.

Cattle, meat, and dairy products. There was a large decrease in exports of cattle and sheep, but in fresh beef, as well as in packed beef and pork products, the increase was considerable. Exports of cheese decreased largely, whilst in butter and lard there was little change. Prices in all cases were lower than in 1884.

Fish. In consequence of the termination of the Fisheries Articles of the Treaty of 1871, imports of mackerel from Canada decreased nearly one-half. The supply of fish was nevertheless abundant, and, whilst prices were excessively low, leaving little or no profit to owners of fishing vessels and fishermen, dealers and packers did a large and paying business.

Sugar. Imports of raw sugar show a decrease of 35,000 tons, or 17½ per cent., and sales of refined for consumption and exportation a decrease of 22,000 tons. Owing to a reported deficiency in the supply of beet sugar, prices of both raw and refined were fractionally increased.

Shipping and shipbuilding. Shipping interests at this port are, if possible, in a more depressed condition than they have been for some years past, and Boston ship-owners find it, under the existing circumstances of the carrying trade,

more difficult than ever to compete with. Foreign flags' shipbuilding is, as a necessary consequence, almost entirely suspended, and but for the coasting trade, which is exclusively carried on by ships built in the country, would be virtually extinct. Freights were low, but fluctuated less than in 1884.

The value of real estate has been much enhanced by an increased demand for safe investments, and by extensive building operations, which, whilst required to meet the growing wants of the population, have served to give employment to capital and labour, and impart some activity to the trade in building materials. Rents have not advanced, but new buildings, both for dwelling and business purposes, have been occupied as fast as they were completed, and at the existing low cost of materials pay a fair interest on the money invested. Real estate and house building.

The money market was in an unsettled condition during the year, owing to the uncertainty which has continued to hang over the question of the perpetuation of the coinage of debased silver currency as unlimited legal tender, and to the want of confidence engendered by the long-continued depression in the railway stock and bond market, and other interests affected by it. Money was nevertheless abundant, and with occasional momentary fluctuations generally obtainable, on good security, at very low interest, whilst clearing-house returns show a large increase in the movement of capital. Money and stock markets and exchange.

The stock market has been gradually recovering its tone and healthy condition, and stocks and bonds, including those of railways known to be sound, but which had been more or less affected by its general demoralisation, have regained their former position and legitimate market value.

Foreign exchange showed a somewhat narrower range than in 1884. Bankers' light bills rose gradually, with slight fluctuations, from 4 dol. 84½ c. per £ in January, to 4 dol. 90 c. in December.

The following tables (Annexes A, B, and C) are returns of shipping and of exports and imports at ports in the Boston Consular district, and in the State of Maine, for the fiscal year ended on June 30, 1885, this being the latest date to which reliable statistics are obtainable:—

Annex A.—RETURN of all Shipping in the Foreign Trade* at Ports in the Boston Consular District, and in the State of Maine, in the Fiscal Year ended June 30, 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Foreign†	3,122	393,146	474	784,615	3,596	1,177,761
American	834	248,077	464	229,758	1,298	477,835
Total	3,956	641,223	938	1,014,373	4,894	1,655,596
" fiscal year, 1884	4,437	694,270	817	1,063,421	5,254	1,757,691

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Foreign†	3,042	364,478	391	667,586	3,433	1,032,064
American	1,211	331,785	466	229,121	1,677	560,906
Total	4,253	696,263	857	896,707	5,110	1,592,170
" fiscal year, 1884	4,864	782,836	725	943,382	5,579	1,726,198

Annex B.—RETURN of Principal Articles of Export from Ports in the Boston Consular District, and Ports in the State of Maine, during the Fiscal Year ended June 30, 1885.

Articles.		1885.		1884.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Meat and dairy products .. ..	..	..	3,471,758	..	3,862,494
Horned cattle	Number	55,684	1,107,409	79,412	1,577,905
Corn, flour, and other breadstuffs .. ..	..	..	3,455,338	..	3,983,818
Cotton, raw	Bales ..	145,971	1,611,616	122,497	1,431,773
" manufactures of .. ..	..	..	218,003	..	276,747
Tobacco, in leaf and manufactured .. ..	..	..	501,335	..	563,508
Iron ore, iron, steel, and manufactures of .. ..	..	..	294,441	..	298,645
Sugar and molasses .. ..	..	..	244,159	..	167,331
Coin and bullion .. ..	..	..	15,340	..	30,000
Foreign goods re-exported .. ..	..	..	178,071	..	249,215
All other articles.. ..	..	..	2,589,435	..	2,332,542
Total.. ..	..	..	13,686,905	..	14,673,978

* No statistics obtainable in regard to the coasting trade.

† The nationality of foreign vessels can only be ascertained in the aggregate for the whole of the United States. It is approximatively estimated, however, that British tonnage, entering and clearing in the Boston Consular District, and in the State of Maine, during the year 1885, was over 95 per cent. of the total foreign tonnage.

RETURN of Principal Articles of Import to Ports in the Boston Consular District, and Ports in the State of Maine, during the Fiscal Year ended June 30, 1885.

Articles.	Value.	
	1885.	1884.
	£	£
Sugar and molasses	2,605,182	4,106,440
Wool	1,472,721	2,017,289
Hides, goat, and fur skins and furs ..	1,061,085	1,087,864
Chemicals, drugs, and dyes	856,447	982,890
Iron ore, iron, steel, and manufactures of	840,680	979,938
Flax, hemp, and jute	788,719	724,243
Fish	460,228	502,249
Cotton goods	311,488	228,779
Coin and bullion	33,808	60,093
All other articles	4,078,228	4,518,241
Total	12,503,586	15,208,026

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Ports in the Boston Consular District, and Ports in the State of Maine, during the Fiscal Years to June 30, 1885 and 1884.

Country.	Exports.		Imports.	
	1885.	1884.	1885.	1884.
	£	£	£	£
United Kingdom and colonies	12,190,872	13,652,012	6,738,662	8,178,923
Spain and colonies	162,636	163,423	2,173,355	3,358,923
France and	124,220	181,220	628,419	856,423
Argentine Republic	89,753	88,484	626,903	558,335
Germany	7,723	39,427	626,167	399,258
Brazil	6,806	4,505	304,322	226,043
Italy	18,721	9,336	268,296	334,073
Netherlands and colonies	62,339	49,221	211,540	206,971
Belgium	112,224	99,802	147,708	179,496
Sweden and Norway	12,077	1,200	189,599	185,569
Chili	120,277	148,920	32,078	26,679
Turkey	23,577	16,559	102,905	109,333
All other countries	755,680	224,869	458,637	588,100
Total	13,686,905	14,673,978	12,503,586	15,208,026

Boston, February 19, 1886.

MOBILE.

*Report of Consul Cridland on the Trade and Commerce of Mobile,
United States, for the Year 1885.*

It could hardly be expected that the trade of Mobile during the Trade past year, marked by business depression all over the United States, would exhibit a rapid growth or greatly increased prosperity. When it is seen then that the port held its own in the face of most unfavourable circumstances, it has reason to congratulate itself that its trade has been a fair average one.

The changed conditions of the cotton trade are affecting all the southern seaports; each one has to face the facts presented by empty warehouses and silent presses. A large portion of the cotton credited to the cotton ports is compressed in the interior, and merely passes through on its way to shipment. Mobile has also suffered by this changed condition of affairs, but a larger proportion of the cotton that reaches this city is handled by the population than is the case at any other southern port. Therefore, while the gross receipts at this port exhibit a decrease of about 14,000 bales, the actual cotton handled in this market, compared with the previous year, shows an increase of 10,000 bales.

WEIGHT and Value of Cotton Receipts at Mobile for the past
Two Years:Cotton
receipts.

	1885.	1884.	The decrease in the receipts is owing to the fact that the staple finds its way to other points.
Total receipt	236,871 Bales.	254,651 Bales.	
Total weight	117,670,407 Lbs.	126,075,163 Lbs.	
Total value, in sterling ..	2,429,901 <i>l.</i> 13 <i>s.</i> 6 <i>d.</i>	2,635,088 <i>l.</i> 11 <i>s.</i> 6 <i>d.</i>	
Average weight, per bale ..	496.77 Lbs.	495.09 Lbs.	
Average value, per bale ..	49 dol. 24 c., or 10 <i>l.</i> 5 <i>s.</i> 2 <i>d.</i>	49 dol. 67 c., or 10 <i>l.</i> 7 <i>s.</i>	
Average value, per lb. ..	9.91 c., or 5 <i>d.</i>	10.03 c., or 5½ <i>d.</i>	
	Exchange at 4 dol. 80 c. per £	Exchange at 4 dol. 80 c. per £	

COMPARATIVE View of the Exports of Cotton from Mobile for the
past Two Years.Exports of
cotton.

	1885.	1884.
	Bales.	Bales.
To Great Britain	43,130	56,157
Foreign ports	700	1,380
United States ports	203,146	204,795
Total	246,976	262,332

The acreage planted in cotton in the State of Alabama in 1885 was 2,823,000 acres, and the total crop 825,000 bales.

COTTON FREIGHTS, &c.

Cotton
weights.

Cotton freights during the past year ruled at $\frac{3}{8}d.$ to $\frac{1}{2}d.$, until the latter part of the season, when they became easier, and closed at $\frac{5}{8}d.$

The supervision of cotton at Mobile continues as last reported, and is found to protect all interests.

The charges on cotton at this port are in all respects as reported in the Commercial Report for 1884.

THE TIMBER AND LUMBER TRADE OF MOBILE.

Timber and
lumber trade.

The timber and lumber trade of Mobile is becoming one of its leading features as a business centre. In 1885 there was a decrease in the shipments of timber, owing to the fact that hewn timber has become unpopular in the trade. An increased demand for sawn timber is, however, expected in the future, which will make up for any loss from the cause referred to. The shipments of lumber were, during the past year, slightly in excess of the previous year. It is hoped that this trade will increase, as the supply of various woods in the forests that border the rivers that flow towards the Gulf of Mexico are practically inexhaustible. This trade will increase yearly if the new channel in Mobile Bay is widened and made deeper.

Shipments of
lumber.

The shipments of lumber from Mobile to Great Britain and foreign countries for 1885, compared with 1884, were as follows:—

Countries.	1885.	1884.
	Feet.	Feet.
To the United Kingdom ..	4,525,661	6,435,736
„ Continent	3,408,382	2,736,404
„ British West Indies ..	1,423,185	3,130,744
„ South America	1,110,845	931,829
„ Central America	862,728	610,848
„ Cuba	2,844,057	736,761
„ other countries	1,292,688	2,519,785
Total exports	15,467,541	17,102,102
Value in sterling, at 4 dol. 80 c. per £	38,556 <i>l.</i> 18 <i>s.</i> 3 <i>d.</i>	47,529 <i>l.</i> 17 <i>s.</i> 4 <i>d.</i>

The shipments of lumber from Mobile to the coast ports, and into the interior of the United States for the past two years, has been as follows:—In 1885, 6,798,263 feet: total shipments, 22,265,804 feet. In 1884, 5,149,989 feet: total shipments, 22,252,091 feet.

The supply of pitch pine, oak, cedar, cypress, and other woods seems abundant for many years to come, and the trade is evidently, though slowly, on the increase. Capitalists from the Western States and Canada are investing in timber lands in Alabama with the intention of cutting the timber for exportation from this port.

**SHIPMENTS of Hewn and Sawn Timber from Mobile for the past
Two Years in Cubic Feet.**

Countries.	1885.	1884.	Shipments of timber.
	Feet.	Feet.	
To the United Kingdom ..	2,769,285	2,852,915	
Continent of Europe ..	353,540	957,799	
Total	3,122,825	3,810,714	
Value in sterling, at 4 dol. 80 c. per £	77,266 <i>l.</i> 9 <i>s.</i> 1 <i>d.</i>	105,204 <i>l.</i> 0 <i>s.</i> 8 <i>d.</i>	

The fact of large vessels being able to come up to the port of Mobile through the new channel in the bay, and take on board a large portion of their cargoes of timber or lumber, has been very beneficial to the trade of the port. Vessels drawing over 16 feet, when partially loaded, have to be towed down to the lower bay to complete their cargoes.

EXPORT of Staves in the last Two Years.

	Number.	Value.	Staves.
		£ s. d.	
In 1885	107,884	2,772 18 4	
1884	70,803	1,425 4 2	

MANUFACTURE AND EXPORT OF SHINGLES.

During the past year some 50,000,000 shingles were made in Mobile and vicinity, and shipped to the West Indies, the coast ports of the United States, and to the Western States, where the demand was quite large. Machine made ranged from 2 dol. 50 c. (10*s.* 5*d.*) to 3 dol. (12*s.* 6*d.*) per 1,000 for No. 1, and 1 dol. 50 c. (6*s.* 3*d.*) to 2 dol. (8*s.* 4*d.*) per 1,000 for No. 2. Shingles.

NAVAL STORES.

A fair business was transacted in this department during the past year, and satisfactory prices realised. Naval stores.

The receipts from the interior to Mobile were:—

	1885.			1884.		
	Barrels.	Value at 4 dol. 80 c.		Barrels.	Value at 4 dol. 80 c.	
		£ s. d.			£ s. d.	
Rosin ..	200,608	88,618 4 7		210,512	76,718 9 4	
Turpentine ..	41,718	180,865 9 6		41,801	126,247 15 1	

RESIN Exported.

					1885.	1884.
					Barrels.	Barrels.
To United Kingdom					27,175	23,440
Continent of Europe					34,442	52,757
Total					61,617	76,197
Value					24,026 <i>l.</i> 18 <i>s.</i> 1 <i>d.</i>	24,650 <i>l.</i> 14 <i>s.</i> 11 <i>d.</i>

Exchange
4 dol. 80 c.

IMPORTS OF SALT INTO THE PORT OF MOBILE.

Salt.

The Liverpool salt seems to be the favourite article, as it dissolves quicker than the rock salt of Louisiana. The cargoes brought here direct in ships seem to find a ready sale.

					1885.	1884.
					Sacks.	Sacks.
Imports from Liverpool ..					16,324	26,582
" " other ports ..					14,025	8,245
Total					30,349	34,827

IMPORTS of Alabama and Pennsylvania Coal into Mobile for the past Two Years.

					1885.	1884.
					Tons.	Tons.
Alabama coal					40,301	17,808
Pennsylvania coal					715	891
Total					41,016	18,699

Coal.

The demand for Alabama coal continues good, and the receipts from the mines last year show an increase of 100 per cent. over the previous year, but so far the price and freight prevents a competition with English coal carried to the West Indies, the Gulf of Mexico ports, and Central America. The price of steam coal ranges at Mobile at 14*s.* 7*d.* per ton of 2,000 lbs., free on board. The bituminous coal used for household purposes costs now 1*l.* 3*s.* per ton.

The following extract in reference to the coal, coke, and iron industries of Alabama shows what has been done for some years past in the mineral district of the State, and is of much interest :—

Alabama coal,
coke, and iron
industries.

"Alabama Coal, Coke, and Iron Industries.

"(From the Birmingham Age of January, 1886.)

"The world now knows something of the magnitude and extent of the coal and iron ore deposits of the State of Alabama, though we believe the accepted reports greatly underestimate the extent of both. But the general public does not know how much is doing, and has been

done, towards developing resources that are to be the basis of the future greatness of our State.

"The coal output of Alabama since 1873 is as follows:—

							Tons.
1873	..	..	..	..	..	..	40,000
1874	..	..	..	..	..	..	45,000
1875	..	..	..	..	..	..	60,000
1876	..	..	..	..	..	..	100,000
1877	..	..	..	..	..	..	175,000
1878	..	..	..	..	..	..	200,000
1879	..	..	..	..	..	..	200,000
1880	..	..	..	..	..	..	340,000
1881	..	..	..	..	..	..	375,000
1882	..	..	..	..	..	..	800,000
1883	..	..	..	..	..	..	1,400,000
1884	..	..	..	..	..	..	2,000,000
1885	..	..	..	..	..	..	2,225,000

"In 1872 only 10,000 tons of coal were mined in this State. In 1879 a great impetus was given to coal mining by the opening up of the Pratt seam by the Pratt Coal and Coke Company for steam, coke, and gas purposes, and the working of the Helena seam for grate purposes. Since that time many mines have been opened, and, as seen from the above table, the output has steadily increased.

"Six years ago the Louisville and Nashville road hauled only 2,000 tons of Alabama coal, now the Pratt mines alone have a daily average output of more than 2,000 tons. New mines are being opened up every year throughout the coal-fields, wherever convenient access to transportation can be had. The opening-up of the Warrior river and the deepening of Mobile harbour would give a great impetus to coal mining; and Alabama, instead of ranking as the fifth or sixth coal-producing State, would in a few years rank next to Pennsylvania.

"In 1880 Alabama had 316 coke ovens; in 1884 the number had increased to 976; and it is safe to say that on the 1st of January, 1886, there were 1,200 coke ovens in operation in the State.

"These 1,200 coke ovens consumed the following number of tons of coal for each year named:—

							Tons.
1880	..	..	..	..	..	..	106,283
1881	..	..	..	..	..	..	184,881
1882	..	..	..	..	..	..	261,839
1883	..	..	..	..	..	..	359,699
1884	..	..	..	..	..	..	413,184
1885	..	..	..	..	..	..	515,550

"The coke produced from this half million tons of coal for each year named was as follows:—

							Tons.
1880	..	..	..	..	..	..	60,781
1881	..	..	..	..	..	..	109,033
1882	..	..	..	..	..	..	152,941
1883	..	..	..	..	..	..	217,531
1884	..	..	..	..	..	..	244,009
1885	..	..	..	..	..	..	304,509

"This coke sells at from 2 dol. 50 c. to 3 dol. a ton, and the output for 1885 was therefore worth nearly 900,000 dol. It is a fact not generally known that Alabama, within the past few years, has grown to be the second coke-producing State in the Union. Pennsylvania comes first, Alabama second, and West Virginia third. No other State, unless

we except Pennsylvania, has better coking coal, and we may look for this industry to grow gradually into immense proportions.

"The production of pig iron since 1876 is as follows:—

							Tons.
1876	..	..	..	..	..	..	24,732
1877	..	..	..	..	..	..	41,241
1878	..	..	..	..	..	..	41,482
1879	..	..	..	..	..	..	49,841
1880	..	..	..	..	..	..	77,190
1881	..	..	..	..	..	..	98,081
1882	..	..	..	..	..	..	112,765
1883	..	..	..	..	..	..	172,465
1884	..	..	..	..	..	..	189,660
1885	..	..	..	..	..	..	189,660

"We have placed the output of pig iron in 1885 at the same as 1884, because no additional furnaces were built during that year.

"Here we have some idea of the growth of these three leading industries in Alabama, the products of which were worth for 1885 about 7,000,000 dol., or about one-fourth the value of the entire cotton crop of the State. Four more furnaces will be built in or around Birmingham during the present year, others will no doubt be built in other parts of the State; hundreds more of coke ovens will be built; mines will be opened and the coal output be increased; indeed, in the history of the State the future of these industries were never brighter."

AGRICULTURE.

Agriculture.

The cultivation of vegetables in Mobile county for export to the northern and western markets in the early spring of the year, one of the leading branches of business in this section, has been steadily on the increase for past years, but the growers have met with many disadvantages in protracted droughts and severe frosts, and consequently much loss. However, notwithstanding such disadvantages, the production of vegetables in Mobile county in 1885 produced 34,538*l.* 2*s.* 6*d.*, and in the year 1884 49,592*l.* 5*s.* 10*d.*

WOOL.

Wool.

This trade suffered last year in the general depression of business, the manufacturers buying only what was absolutely necessary for their business. The receipts at Mobile for the past year show an increase of 90 per cent. over the year previous.

Articles.						Weight.	Value.		
						Lbs.	£	s.	d.
Exchange 4 dol. 80 c.	Wool received at Mobile in 1885					465,000	17,437	12	0
	Ditto ditto in 1884					245,875	10,500	18	2

FISH AND OYSTER TRADE.

Value of fish and oysters taken in and off Mobile Bay and brought Fish and to the city, sold or exported during the past two years :— oyster trade.

Articles.				1885.			1884.		
				£	s.	d.	£	s.	d.
Fish	..	..	..	21,979	8	4	20,833	6	8
Oysters	..	..	..	23,958	6	8	22,916	13	4
Total	..	..	..	45,937	10	0	43,750	0	0

RETURN of all Shipping at the Port of Mobile, United States, in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
British ...	66	53,033	4	4,101	70	57,134
American ...	125	34,454	7	1,863	132	36,317
Swedish and Norwegian ...	49	31,511	...	...	49	31,511
Other countries ...	23	12,355	1	1,008	24	13,363
Total ...	263	131,353	12	6,972	275	138,325
„ for the year preceding ...	269	130,554	5	3,265	314	153,819

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
British ...	64	51,235	3	2,949	67	54,244
American ...	118	31,723	8	2,070	126	33,793
Swedish and Norwegian ...	56	34,133	...	...	56	34,133
Other countries ...	17	8,706	1	1,008	18	9,764
Total ...	255	125,907	12	6,027	267	131,934
„ for the year preceding ...	279	142,666	7	4,171	296	146,737

RETURN of Principal Articles of Export from Mobile, United States, during the Years 1884 and 1885.

Articles.	1885.		1884.	
	Quantity.	Value (in Sterling).	Quantity.	Value (in Sterling).
		£		£
Cotton in bales	246,976	2,533,583	262,332	2,714,570
Lumber, feet	15,467,541	38,556	17,102,102	47,529
Timber, feet	8,122,825	77,366	3,810,714	105,204
Resin, barrels	61,617	24,026	76,197	24,650
Vegetables, packages ..	100,655	34,538	157,299	49,529
Other articles, packages, tons, barrels, and pieces ..	856,722	7,724	751,814	6,241
Total		2,715,693		2,947,723

RETURN of Principal Articles of Import to Mobile during the Years 1884 and 1885.

Articles.	1885.		1884.	
	Quantity.	Value (in Sterling.)	Quantity.	Value (in Sterling.)
		£		£
Salt in sacks, and	30,349	26,884	34,827	52,719
Coffee in bags are the only articles of any importance brought to Mobile from foreign ports	7,000		10,500	
Total		26,884		52,719

TABLE showing the Total Value of all Articles Exported from and Imported to Mobile from and to Foreign Countries during the Years 1884 and 1885.

Country.	Exports.		Imports.
	1885.	1884.	1885.
	£	£	The statements published in reference to the imports into Mobile are not reliable. Neither country or article is mentioned. In all probability the total value of imports from Great Britain during the last two years did not exceed 5,000£. in each year.
United Kingdom and colonies	603,569	639,823	
Russia .. ..	..	14,005
Germany	14,012	11,100	
France	8,173	8,055	
Spain	7,255	5,773	
.. ..	6,991	15,051	
.. ..	..	7,966
.. ..	10,842	13,430	
Total	650,842	715,203	

As previously stated the only imports for years past from England to Mobile have been salt, iron tins, and malt liquors. Coffee is now and then brought direct from Brazil, and fruit, principally bananas and cocoa nuts, from Honduras, but the quantity or value cannot be ascertained correctly.

PENSACOLA.

Mr. Vice-Consul Howe reports as follows :—

RETURN of all Shipping at the Port of Pensacola in the Year 1885.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	65	61,612	8	9,477	73	61,089
American ...	130	67,568	...	...	130	67,568
Swedish and Norwegian ...	110	80,250	...	...	110	80,250
Italian ...	87	54,583	...	...	87	54,583
Russian ...	26	16,198	...	...	26	16,198
Austrian ...	10	8,461	...	...	10	8,461
Netherlands ...	6	3,450	...	...	6	3,450
German ...	5	3,014	...	...	5	3,014
Other countries ...	6	2,235	...	...	6	2,235
Total ...	445	277,381	8	9,477	453	286,858
„ for the year preceding ...	606	352,165	3	3,306	609	355,471

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	67	63,265	8	9,477	75	62,742
American ...	168	67,310	...	...	168	67,310
Swedish and Norwegian ...	106	75,702	...	...	106	75,702
Italian ...	86	56,851	...	...	86	56,851
Russian ...	36	22,449	...	...	36	22,449
Austrian ...	11	8,047	...	...	11	8,047
German ...	7	5,027	...	...	7	5,027
Other countries ...	10	5,120	...	...	10	5,120
Total ...	481	293,771	8	9,477	489	303,248
„ for the year preceding ...	567	320,676	3	3,306	570	324,072

RETURN of Principal Articles of Export from Pensacola during the Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
		£ s. d.		£ s. d.
Pitch pine lumber ..	100,950,573	252,376 8 7	101,442,060	253,605 0 0
Sawn pitch pine timber	7,556,522	178,170 5 11	8,140,377	186,550 6 2
Hewn pitch pine timber	2,055,609	42,825 3 9	2,288,608	47,679 6 8
Cotton	12,787	133,197 18 4	14,443	142,925 10 5
Pig iron	2,088	8,679 3 4	..	..
Other articles ..	..	930 4 2	..	1,137 14 2
Total	611,179 4 1	..	681,897 17 5

RETURN of Principal Articles of Import to Pensacola during the Year 1885.

Articles.	1885.		1884.	
	Quantity.	Value.	Quantity.	Value.
		£ s. d.		£ s. d.
Chief articles ..	*	..	*	..
Other	26,189 11 8	..	14,248 15 0
Total	26,189 11 8	..	14,248 15 0

The following, as regards the above table of exports, is descriptive of the values, quantities, weights, and measures, the conversion of money into sterling being at the rate of 4 dol. 80 c. per £:—

Lumber, at average of 12 dol. (2½ 10s.) per 1,000 superficial feet.
 Sawn timber " " 11 c. (5½d.) " cubic foot.
 Hewn " " " 10 c. (5d.) " " "
 Cotton " " " 9½ c. (4½d.) " lb. for year 1884.
 " " " 10 c. (5d.) " " " 1885.
 " in bales of 500 lbs. average weight each bale.
 Pig iron, in tons, at 20 dol. (4½ 3s. 4d.) per ton.

* As regards the above table of imports, the quantities and values of the chief articles of trade cannot be ascertained, there being no regular chamber of trade. Breadstuffs, groceries, hardware, and such-like goods are received from the large northern and western markets.

TABLE showing the Total Value of all Articles Exported from Pensacola and Imported to Pensacola from and to Foreign Countries during the Years 1884 and 1885:—

Country.	Exports.						Imports.					
	1885.			1884.			1885.			1884.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
United Kingdom ..	233,410	4	2	247,501	0	10	25,658	6	8	10,429	11	8
France ..	36,970	8	4	34,918	6	8	..	..	..	..	..	..
Argentine Republic..	35,172	10	0	28,809	15	10	..	..	..	..	..	..
Netherlands..	17,898	19	2	27,319	7	6	..	..	..	..	..	..
United States of												
Colombia ..	20,221	17	6	24,334	11	8	..	..	..	..	..	..
Uruguay ..	21,884	3	4	22,594	11	8	..	..	..	..	..	..
Spain..	20,406	0	10	23,732	5	10	..	..	..	..	..	..
Italy ..	19,368	15	0	21,839	3	4	..	..	..	..	..	..
Belgium ..	12,707	5	10	6,614	11	8	..	..	..	..	..	..
Germany ..	4,430	8	4	12,793	2	6	..	..	..	..	..	..
Portugal ..	4,966	17	6	6,126	13	4	..	..	..	..	..	..
Other countries ..	7,459	11	8	12,540	4	2	531	5	0	3,819	3	4
Total ..	434,897	1	8	469,123	15	0	26,189	11	8	14,248	15	0

The difference between the total value of exports given above, and the total value of all exports given in the second table of this report, relating to export and imports, is accounted for by the explanation that during the year 1885 articles valued at 176,282*l.* 2*s.* 5*d.*, and during the year 1884 articles valued at 162,774*l.* 2*s.* 5*d.*, were shipped to ports in the United States. Imports and exports generally.

As shown by the tabulated statements in this report, the export trade of Pensacola for the past year was not equal to the average yearly export trade of the place for some years previous: depressed markets abroad, particularly in the United Kingdom, in pitch pine wood—the staple product of this part of the State of Florida—having been the chief cause of the falling off in the trade. The value of the imports given, as from the United Kingdom, is mostly for superphosphate, for fertilising purposes, and salt—which articles, on arrival, are sent forward (the fertilising compounds) to surrounding cotton-planting districts, and much of the salt is also sent to various surrounding places in trading transactions. From countries other than the United Kingdom the imports consist mostly of wines and fruits.

Mobile, February 20, 1886.

